



# CITY OF HAYWARD GROWTH MANAGEMENT ELEMENT


Adopted as part of the General Plan  
by City Council July 13, 1993

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April 29, 1993

To: Mayor, Members of the City Council, and Planning Commissioners  
City of Hayward  
25151 Clawiter Road  
Hayward, CA 94545-2731

From: Growth Management Task Force

Subject: **Transmittal of the Growth Management Task Force Recommendations**

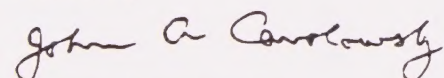
For the last year we have served the City of Hayward on the Growth Management Task Force embarking on a new direction for the City, undertaking an effort unprecedented in the history of our community and uncommon to cities and towns across the country. This document details our final recommendations covering what we see as a "blueprint" with which to manage Hayward's growth well into the next millennium. It is a document forged from months of research, consultation, and discussion and tempered with the suggestions of literally hundreds of Hayward citizens gathered at dozens of meetings and community workshops.

This plan presents a comprehensive structure for Hayward's growth. It covers the major growth issues of regional growth management, open space preservation, housing and economic development, growth within potential change areas, neighborhood conservation and development outside change areas, and infrastructure standards and quality of life measures. The recommendations work together as an essential set with any one not diminished by the perceived importance of another. However, there are several portions of the plan that we as a group ask you to give especially close scrutiny and careful consideration.

- **Schools:** We believe our school district to be deteriorating. Schools must be considered the linch pin of any community, both intellectually and economically. We therefore strongly encourage the Mayor to convene a citizen-based task force to examine the plight of the schools and solicit solutions to its problems.
- **Downtown:** The Downtown must once again serve as focal point and source of pride for the people of Hayward. Every effort must be made to develop the Downtown as a pedestrian oriented, cultural center taking advantage of its preexisting transit hub. With this direction, Downtown Hayward can not only serve as a local attraction but also as a magnet for the entire Bay Area.
- **Urban Limit Line:** Preservation of our precious open space must be solidified by establishing a permanent urban limit line. Not only will it serve as a hedge against uncontrolled regional urban sprawl, but it will also assure a vital quality of life measure. We recommend that the permanence of our urban limit line be set by a ballot measure.
- **Affordable Ownership Housing:** We firmly believe that increasing the percentage of ownership housing in Hayward will lead to increased pride-of-place as well as improved upkeep of neighborhoods. Maintenance of the existing housing stock in Hayward is critical to the development of an affordable supply. Developers of market-rate housing must also be required to provide a percentage of affordable housing.
- **Transportation:** It is abundantly clear that the citizens of Hayward are tired of the traffic loads inflicted upon them by the daily commute patterns. Mitigation of these adverse impacts, however, must not result in permanent disruption of our established neighborhoods. The City must provide safe and efficient transportation through and within Hayward while promoting alternative solutions and modes of travel.

Please accept this growth management plan and associated recommendations. We believe that Hayward must establish a set of standards and metrics such as these and adhere to them to assure that our quality of life does not further deteriorate. This long term planning and management is essential to guarantee the health and prosperity of Hayward residents and businesses as well as the needs of future generations.

Sincerely,



John A. Cavolowsky  
Chairperson





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## Introduction

The Growth Management Recommendations which follow were developed over the last year by the citizen task force listed on the facing page. The Task Force sees Growth Management as an important element for preserving and improving the quality of life for all citizens of the City of Hayward both present and future. Hayward should move beyond "piecemeal planning" where city officials react to new development on a project-by-project basis. We must plan for a complete and integrated community. We realize that the City must also exercise regional leadership to ensure that growth is managed in other jurisdictions that impact Hayward.

To aid in this planning, the Growth Management Task Force has delineated areas for permanent open space, areas for neighborhood conservation and areas for additional development and change. In order to get development where it is wanted and of the highest quality while protecting areas not to be developed, community consensus on growth needs to be clear.

Desirable forms of development must be channeled to parts of the City where it will improve the appearance, economy and social integration of the City and where it can be efficiently serviced by transit. **Change Areas** provide opportunity areas for new commercial, employment and cultural offerings. Appropriate mixes of uses in Change Areas will lessen traffic generation and increase social and economic vitality.

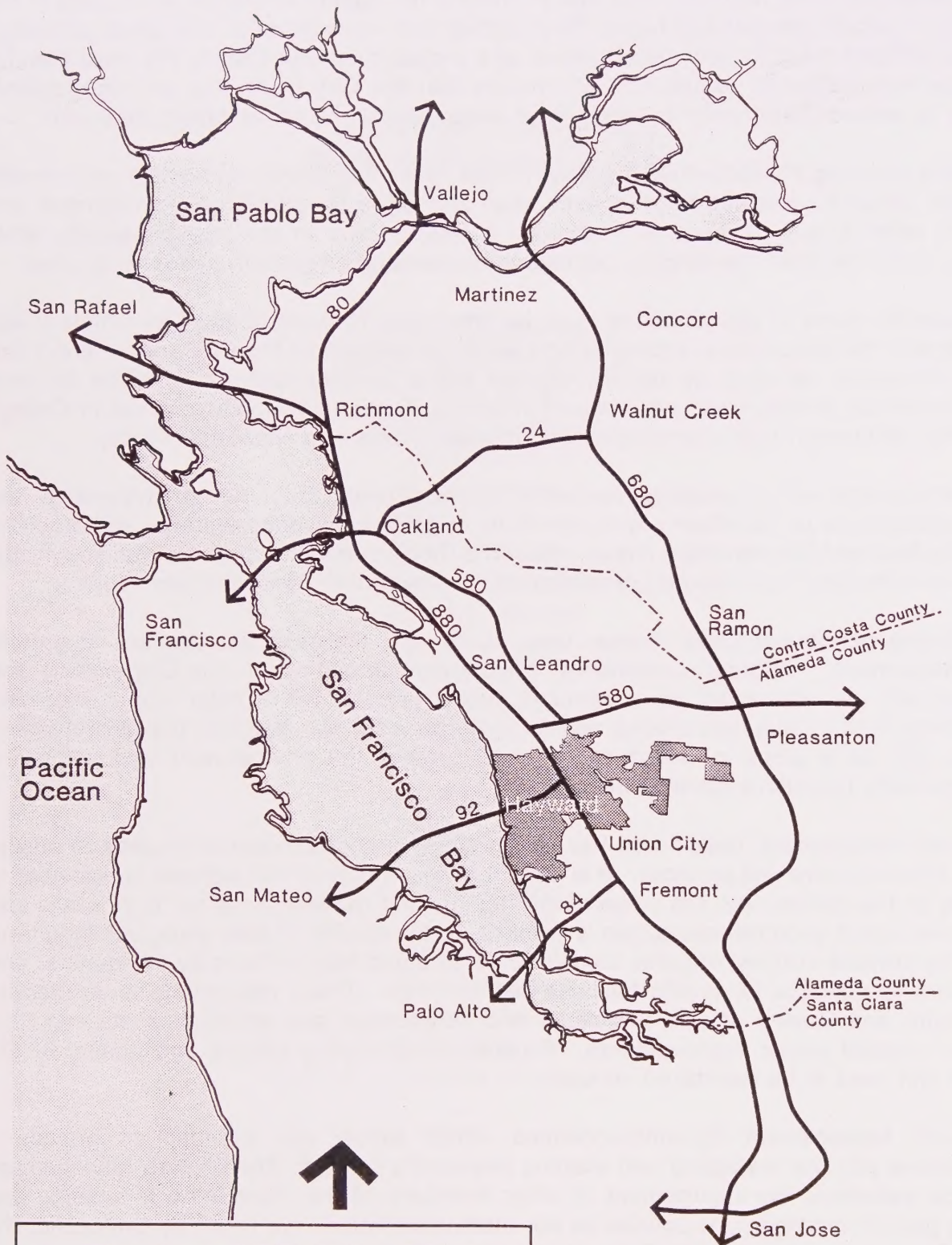
Development within existing residential neighborhoods must be constrained by the existing scale of development to maintain neighborhood cohesiveness and stability. **Neighborhood Conservation Areas** reflect the City's commitment to maintaining livable neighborhoods. Accelerated completion of neighborhood plans is recommended.

Defining permanent **Open Space Areas** is one of the essential element of growth management. Without constraints, the natural amenities of the City setting will gradually be consumed by continuing urban growth while older areas stagnate. Retention of open space around and through Hayward will maintain the desirability of the City as a place in which to live, will protect the environment and will avoid potentially hazardous development sites.

The Growth Management Task Force has also outlined a comprehensive process to ensure adequate infrastructure and services. It is clear that the quality of our schools is essential to the quality of the community, the value of our homes, and the vitality of our businesses just as it is obvious that good transportation is essential to the quality of daily living and long term health. The process outlined requires completion of updated Master Plans by all agencies and departments responsible for public facilities and services. These documents must identify **Infrastructure and Quality of Life Standards** and deficiencies and establish costs and time frames for needed public improvements. Progress in achieving service and quality of life standards will need to be monitored annually.

The Growth Management Recommendations which follow are intended to provide a comprehensive plan for managing and shaping Hayward's growth. The Growth Management Task Force welcomes the engagement of other members of the community in shaping and upholding growth management policies as our recommendations are heard by the public, the Planning Commission and the City Council and are applied in the future.





**Regional Vicinity Map**



## REGIONAL GROWTH MANAGEMENT POLICIES

- A. **Regional relationships** will be established which more responsibly weigh the decisions of each jurisdiction and agency against the effects on other jurisdictions. Hayward's quality of life is dependent upon the actions of many other agencies and jurisdictions. The City will seek to take a lead in responsible growth management and encourage responsible, equitable, long-range regional open space, transportation, development and hazardous waste disposal policies.
1. Hayward will take a leadership role in seeking coordination among other jurisdictions to preserve open space beyond the urban fringe.
  2. All jurisdictions in the Bay Area should provide a fair share of affordable housing and seek to balance jobs and housing in order to minimize commuting.
  3. All jurisdictions should manage their growth so that undue burdens are not placed on other cities.
    - a. Development decisions like Alameda County's Rancho Palomares and Union City's hill development proposal should respect the concerns of cities which will be directly impacted by the traffic.
    - b. Growth within the entire district served by the San Francisco water system should be scaled to available water in drought years.
  4. Regional traffic through Hayward to and from the San Mateo bridge should be addressed to restore circulation while protecting the quality of life and integrity of the downtown and existing neighborhoods. A variety of options should be explored.
  5. Transit-first planning should be considered on a regional basis in order to move people through Hayward from other areas. All transportation plans need to incorporate alternatives to automobile use.
    - a. Alternative modes of transportation should be accommodated on the San Mateo bridge rather than adding another lane for single-occupant cars.
    - b. The cost of transit relative to car use needs to be cheaper with attention to levels of subsidy. The City should not advocate use of sales tax to build highways.
- B. **Consolidation of regional agencies** should be accomplished so that decision-making on regional issues is done more clearly and effectively; there are too many pieces of government making uncoordinated decisions. Equity and the common good, such as air quality, need to be consistently considered.

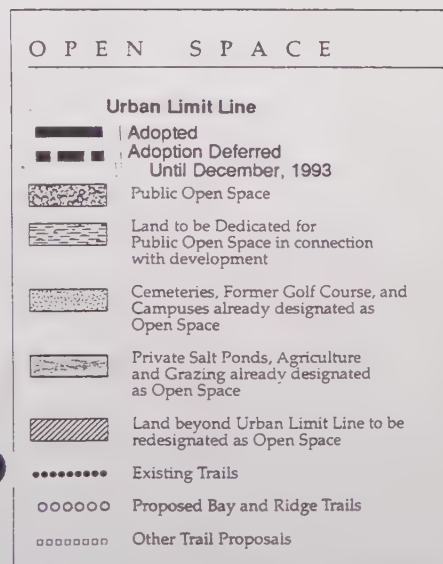
## II. OPEN SPACE PRESERVATION

A. **Urban Limit Lines** will be established in order to shape a city that retains a natural setting, that is efficient to service and that has a distinctive sense of place. It is in the public interest to preserve natural ecology and land features, to prevent urban development of remote sites and to direct development to locations where it would enhance the City. Setting urban limits, beyond which further subdivision of rural areas is not allowed, will retain open space for future generations.

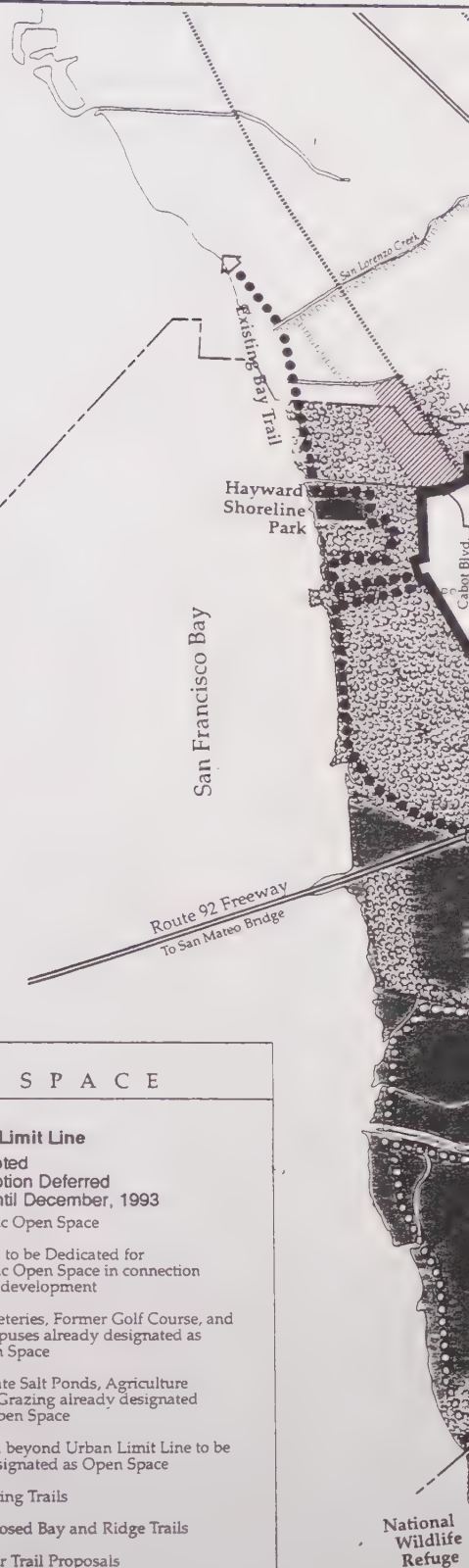
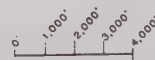
1. The Urban Limit Line in the hills shall generally follow the boundaries of Garin Regional Park at the south end of Hayward to the designated future boundaries indicated in the Walpert Ridge Specific Area Plan and then extend north along the Alameda County Fairview Plan Urban Boundary adopted December 23, 1980. Adoption of the recommended Urban Limit Line in the Rancho Palomares Area and northern Castle Homes Area is deferred until December, 1993 (see maps on pages 3 and 4).
  - a. If the approved regional park land dedications to accompany Walpert Ridge development do not occur as currently planned, retention of more of the Ridge as open space should be pursued.
  - b. The north bank of Zeile Creek adjoining Garin Park is also to be shown as beyond the urban limit line.
2. The Urban Limit Line in the low lands north of Route 92 will follow the General Policies Plan boundary of Baylands as amended to include recent public open space acquisitions north of Sulphur Creek and west of Skywest Golf Course. Adoption of the recommended Urban Limit Line South of Route 92 is deferred until December, 1993. (see pages 3 and 6).
3. The City will work with adjacent cities and Alameda County to establish an agreement on urban limit lines and protect the permanence of open space designations. Open space designations should not be changed to accommodate new development proposals.



# OPEN SPACE



NORTH



**Garin Regional Park**

ALAMEDA COUNTY

Streets shown include: Garin Blvd, Alameda Blvd, Garin Ct, Alameda Ct, and many others. The park boundary is marked with a thick black line.


CITY OF HAYWARD


ALAMEDA COUNTY

0 10

**Urban Limit Line**

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 Adopted


 Adoption Deferred


Until December, 1993

## Adoption Deferred

**Urban Limit Line**

---

 Adopted

 Adoption Deferred

Until December, 1993



TO

TO

ALAMEDA - EDUN

4



designated open space beyond the urban limit line will be retained as a permanent greenbelt, connecting the greenbelt from Oakland to Fremont and keeping open hills as has been done in San Mateo and other Bay Area Counties. Alameda County lags in public open space.

1. Union City cooperation should be sought for a wide open space connection to Niles Canyon to accommodate the Bay Area Ridge Trail. The Ridge Trail should be included in the Hayward General Plan.
2. Pleasanton current urban limits on hill development as incorporated in the draft East County Area Plan, February 1993, should be adopted by Alameda County. Open space should be maintained between the Pleasanton and Hayward urban limit lines.
3. No new water hook-ups, roads, or other infrastructure (except as required for regional park, low intensity recreational and agricultural uses) should be developed beyond the urban limit line.
4. A mechanism for transferring development rights from areas beyond the urban limit line to areas within the urban limit line should be explored.
5. The rural character and utility of land for grazing, agriculture, regional park or other open space use should be protected by limiting subdivision of land to very large minimum acreage in standard parcel configurations (eg. not allowing formation of long narrow parcels or changes which would interfere with intended use).
6. Public acquisition by East Bay Regional Parks should be encouraged.
7. All possible resources should be explored for public acquisition of permanent open space including state and public trust funds, leases for private open space use, or additional bond issues when timing is right.

# HAYWARD SHORELINE LAND INVENTORY

## PUBLIC PROPERTIES

1	United States	6
2	State Lands Commission	611
3	Caltrans	166
4	Wildlife Conservation Board	80
5	East Bay Regional Park District	757
6	Alameda County Flood Control	684
7	Hayward Area Recreation and Park District	594
8	City of Hayward	413
9	Oro Loma Sanitary District	166

Total/Ownership

## PRIVATE PROPERTIES

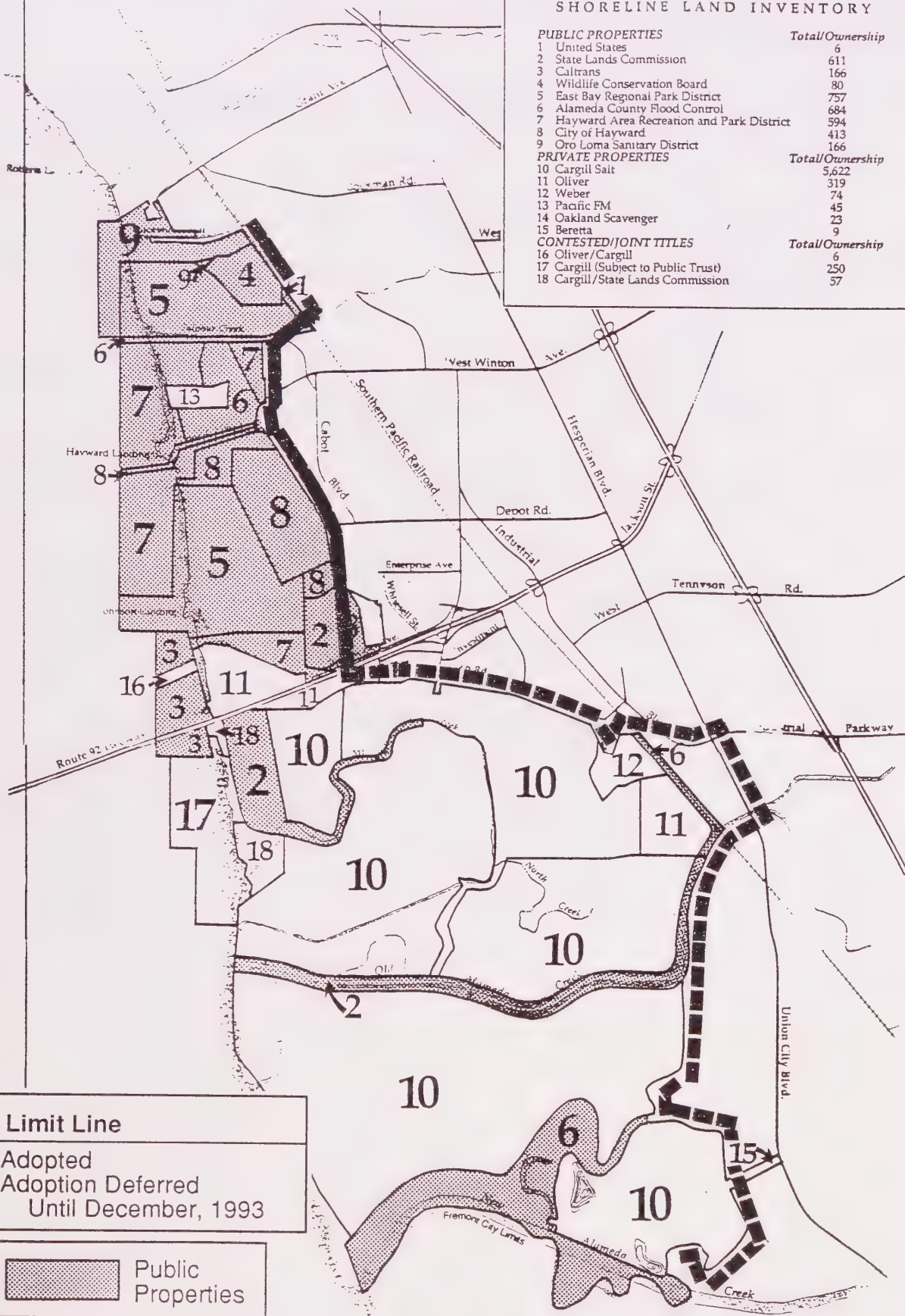
10	Cargill Salt	5,622
11	Oliver	319
12	Weber	74
13	Pacific FM	45
14	Oakland Scavenger	23
15	Beretta	9

Total/Ownership

## CONTESTED/JOINT TITLES

16	Oliver/Cargill	6
17	Cargill (Subject to Public Trust)	250
18	Cargill/State Lands Commission	57

Total/Ownership



## Urban Limit Line

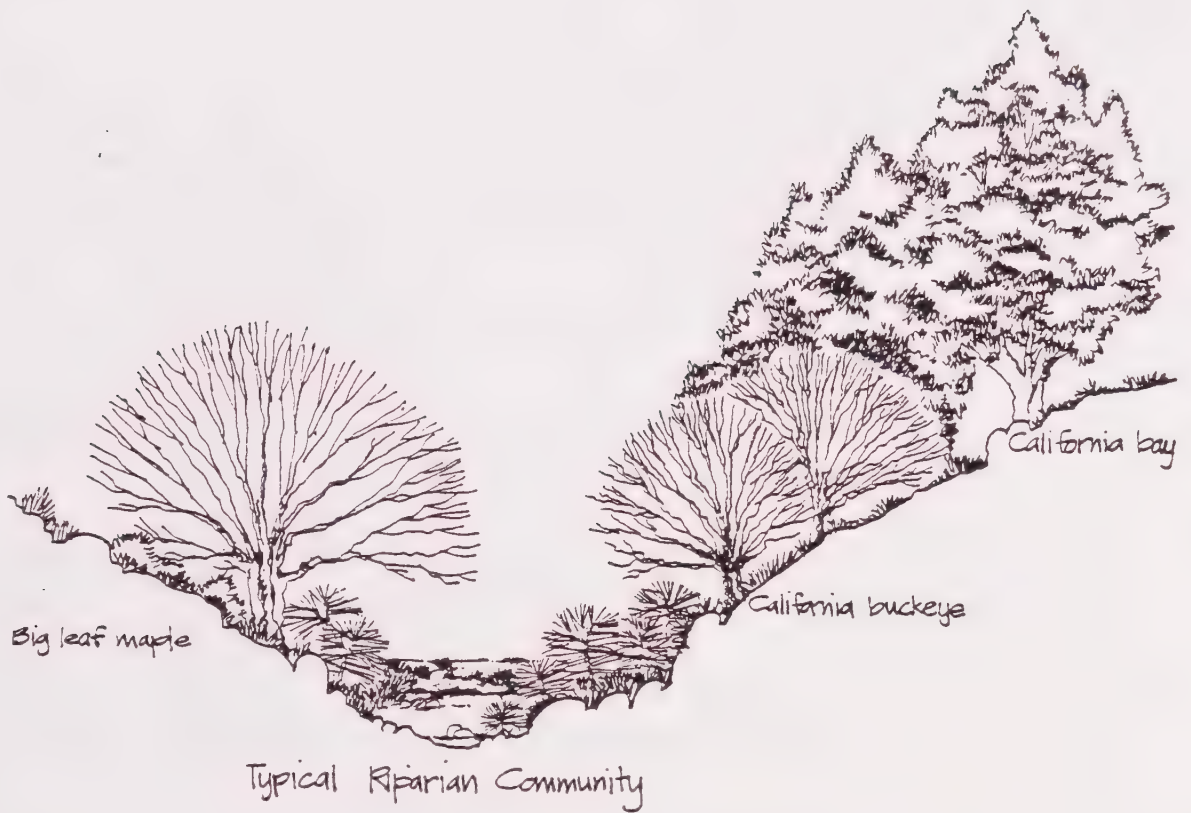
- Adopted
- Adoption Deferred Until December, 1993

Public Properties



C. **Baylands** open space beyond the urban limit line will be better exposed and utilized as a feature of Hayward; the changing seasons and vast open space of the marsh lands will become a more visible resource for people to enjoy. The City will resist any changes in the definition of wetlands or mitigations which would result in the net loss of Hayward open space.

1. The gladioli fields should be annexed to the City. Retention of open space views and potential use of the property for recreation or park purposes, such as an amateur athletics sports complex, should be carefully evaluated when the western segment of the Urban Limit Line (south of Route 92) is adopted by the Council in December 1993.
2. Development adjoining the Baylands should provide for public access along its Baylands border.
3. A salt manufacturing historic exhibit should be developed as an educational feature of the Baylands and be located along the Bay Trail.
4. The Bay Trail should go through the Baylands; on-street segments through the industrial area should be replaced by an alignment on the levees or along the edge of the Baylands.
5. The former City dump at the end of Winton Avenue should be planted to make it an attractive open space vantage point and to provide additional upland habitat.
6. Continue to pursue General Policies Plan goals and strategies for retention of open space in the Baylands with the advice of the Hayward Area Shoreline Planning Association (HASPA), the United States Department of Fish and Wildlife and the Audubon Society.
7. Seek public acquisition of former Oliver properties adjoining Route 92 and support expansion of the National Wildlife Refuge.



Alameda County Watercourse Ordinance

SECTION A



- D. **Creeks and Waterways** will also be retained as permanent open space with attention to maintaining their individual qualities and values as natural habitats. No more creeks should disappear. Those that have been culverted should be restored where possible.
1. The riparian zone along creeks shall be retained to preserve the visual pattern and presence of creeks in the City. The tree canopy should be preserved along creeks in order to prevent erosion, filter runoff, provide wildlife corridors, allow for recreational trails where appropriate and provide natural settings for Hayward homes. Development should not extend into the drip line or other critical habitat.
  2. Trees alone can not establish creek space as they may be lost due to fire, disease or human intervention and not extend as far up south-facing banks; minimum setbacks should be set for each creek.
    - a. A minimum setback of 150 feet from Ward Creek high-water banks in the hill area should be considered and tapers of open space from the end of the tributaries up to Fairview Avenue sought.
    - b. Minimum setbacks of 100 feet from other high-water creek banks per local Fish and Game recommendation should be considered until more detailed studies of the hill area can be done.
    - c. A Creek Protection Ordinance should be drafted to also address setbacks outside the hill area with consideration of the minimum setbacks of the Alameda County Watercourse Ordinance, Section A.
    - d. Relatively unstable creek banks may require more setback as determined by site specific information.
    - e. The Hayward Public Works Department should conduct surveys to establish the minimum setbacks, as consistent with available resources.



New Structures and Landscaping which Blend with Natural Landform and Vegetation



- E. **Open Space Qualities in Developed Hill Areas** will be respected. Hill development will be generally constrained by the principle of allowing the landscape to dominate rather than structures. A natural setting is recognized as a visual amenity for the whole City and an attraction for highest quality development. The Hillside Design Guidelines should be consulted in designing development in the hills.
1. Extent or intensity of development must be limited in certain hill areas in order to preserve natural features such as creek banks, rock outcroppings, mature oaks, trail corridors, and vistas or to avoid hazards such as fault rupture and potential slides.
  2. Plan hill area well and review hill development carefully. Seek to channel some development to more central potential change areas where it will improve the City.
    - a. Identify remaining developable areas by overlaying various constraints such as stability, views, wildlife creek and trail corridors.
    - b. Determine the number of trips which can be accommodated on downstream roads and access to transit.
    - c. Identify areas where emergency response times would be below standard, school capacity is lacking or any other performance standards would be adversely affected (see performance standards section).
    - d. Determine the costs to service development relative to revenues generated.
    - e. Determine optimum stages and patterns of development considering efficient service with utilities, public transportation, jitneys, emergency response, etc.
    - f. Consider a buffer zone along the edge of permanent open space which could be used for activities such as outdoor education.



## HILL AREA SLOPE MAP



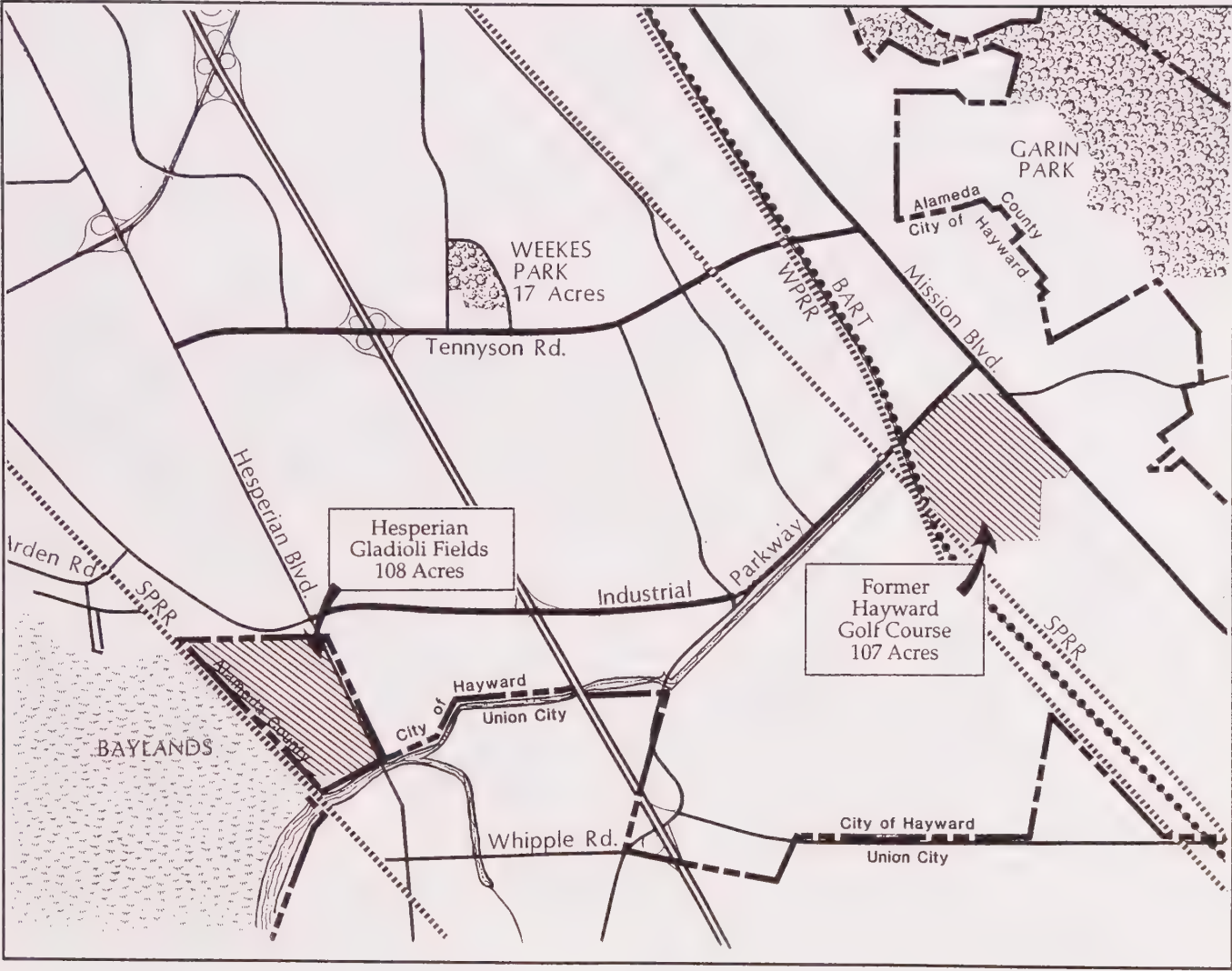
Areas Over 30% Slope



Regional Parks



3. In addition, hill development should be guided by the following considerations in order to preserve the amenities of the hills:
- a. Amend the Tree Protection Ordinance to provide more protection for native trees such as live oak and buckeye by protecting smaller trees (with trunks of 6 inch diameter instead of 10 inch).
  - b. New streets should be designed to provide views of adjacent public open space. Views should not be blocked by walls or solid fences. Visibility is essential to provide pleasurable views and ensure safety of park users.
  - c. Clustered development may be considered where it would preserve more open space, be more serviceable by transit and not result in higher traffic levels. A retirement community or a resort may be such possibilities.
  - d. Generally, densities which feather out near the urban limit line (with larger, fewer lots) achieve a more natural development pattern for the hills.
  - e. Densities on the visible hill faces between the fault and Garin Regional Park should feather out to very large lot development. Because this area offers open space views close to the Bay Plain, visible development should be more limited in lot coverage and grading. Remaining County island area should be annexed to secure land use control.
  - f. A slope ordinance precluding development on slopes over a specified gradient should be considered.



Potential District Park Sites, South Hayward



**District Parks** are a city-wide open space issue. The Hayward Area Recreation and Park District Master Plan indicates a pronounced shortage of district-scale community parks to allow activities which cannot be accommodated at smaller parks; remaining opportunities for new district-scale parks in Hayward are few.

1. The potential of using the Oliver property gladioli field west of Hesperian Blvd. for a district park, such as an amateur athletic sports complex, should be carefully evaluated when the western segment of the Urban Limit Line (south of Route 92) is adopted by the Council in December, 1993. This County island should be annexed to the City.
2. The City will retain Parks and Recreation designation on the former Hayward Golf Course and pursue restoration of a golf course on the site.
3. All possible funding sources should be pursued to acquire district park land as public open space including but not limited to bonds, land swaps, lease-purchase, joint acquisition (perhaps with Union City) and grants.
4. If necessary, eminent domain should be utilized to secure adequate open space for the City.
5. The City Attorney should draft the most effective agricultural zone possible to protect areas designated open space.

**Open Space Corridors**, like district parks, provide significant city-wide open space. To the extent that they are continuous and tie together larger open spaces or other destinations, they are important to physical structure of the City, providing orientation, vistas and alternative routes for cyclists and pedestrians. Their continuity and amenities must be expanded. The Hayward Area Recreation and Parks Master Plan calls for a special task force on better defining our trail opportunities. Planning can also occur in conjunction with neighborhood and area plans. The Alameda County Flood Control District is increasingly receptive to creek bank restoration efforts.



Creeks and Channels and other Open Space Corridors  
Featured as Natural Amenities and Pedestrian Linkages



1. Creeks and channels should be featured as natural amenities. As the urban area fills in, the respite offered by waterways becomes increasingly precious to the quality of life and the beauty of the City.
  - a. Provide creekside amenities like seating areas, drinking fountains and walkways with access for disabled persons so that creeks may be enjoyed, eg. San Lorenzo Creek.
  - b. Add trees to the channel along Industrial Parkway so the channel becomes an attraction for industrial area employees. Provide a trail corridor link from Garin Park to the Baylands utilizing the channel trail and connecting to Old Alameda Creek.
  - c. Creek banks which have been modified for flood control purposes (i.e., San Lorenzo Creek and Ward Creek) should be made accessible for recreational trail use and planted with riparian trees.
2. Additional greenway linkages should be established to encourage walking and cycling and to provide attractive view corridors.
  - a. Establish a walkway along the fault corridor as access to the downtown.
  - b. As new, denser development of housing occurs along Mission Blvd, extend greenway (across from Fairway Park) to other sections along the east side of Mission Blvd.
  - c. Connect trail corridors in the hills and provide for buffers between trails and development.
  - d. Avoid disruption of any existing open space linkages.
  - e. Recognize street trees as important threads of green through the city and retain their benefits to climate and air quality by not pruning beyond the need for minimum clearances and removal of hazards. Retain distinctive qualities of species shape and growth habit. Inform residents that replacement trees are available from the City Landscape Maintenance Division.
  - f. Consider existing roadways as open space corridors and improve where possible, with trees and bike and hiking trails.

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### III. HOUSING AND ECONOMIC DEVELOPMENT

Hayward has attracted economic growth by promoting its positive attributes of a good climate, central location, extensive utilities, reasonable land costs, educated labor force, and diversity of population and businesses. Other aspects - circulation, schools and appearance - must be improved in order for the City to prosper. Quality business and executive housing that will provide a wider range of goods and services and job opportunities in Hayward will be encouraged, recognizing that housing opportunities influence the composition of the labor force which in turn affects location or expansion decisions of new or existing businesses.

#### A. GENERAL DEVELOPMENT PRINCIPLES

1. Actively seek **economic development** which furthers City objectives:
  - a. businesses which provide jobs for local residents
  - b. small businesses and/or cottage industries which contribute to mixed-use development (e.g. offices or residential above retail)
  - c. retail and other businesses which contribute to sales tax revenues -such as auto row and warehouse retail uses- where consistent with traffic capacities.
  - d. businesses which are "environmental-friendly" (e.g. non-polluting, low water demand)
  - e. "think-tank" businesses which could be oriented or connected to the university or college
  - f. businesses which are international in scope, connections, or orientation
  - g. businesses which add to the quality of life such as quality restaurant and retail establishments, cultural and entertainment facilities and recreational opportunities, especially for young people
2. Promote **housing** that supports the economic base and matches the supply of existing jobs. Ensure a choice of housing opportunities (e.g. location, size, type, and income level) throughout the City that meets the needs of residents, students and workers.
  - a. Encourage executive housing and affordable ownership housing.
  - b. Consider an ordinance requiring developers of market-rate housing to provide for or to build a specific percent of affordable housing.
3. Accommodate economic development and housing growth consistent with the capacities of infrastructure and amenities.

## B. DEVELOPMENT WITHIN POTENTIAL CHANGE AREAS

To channel growth to locations where new development would be beneficial to Hayward, the City will identify areas of potential change where the linkage of transit with appropriate land use intensity can accommodate growth while improving Hayward's quality of life and allowing for continued economic vitality.

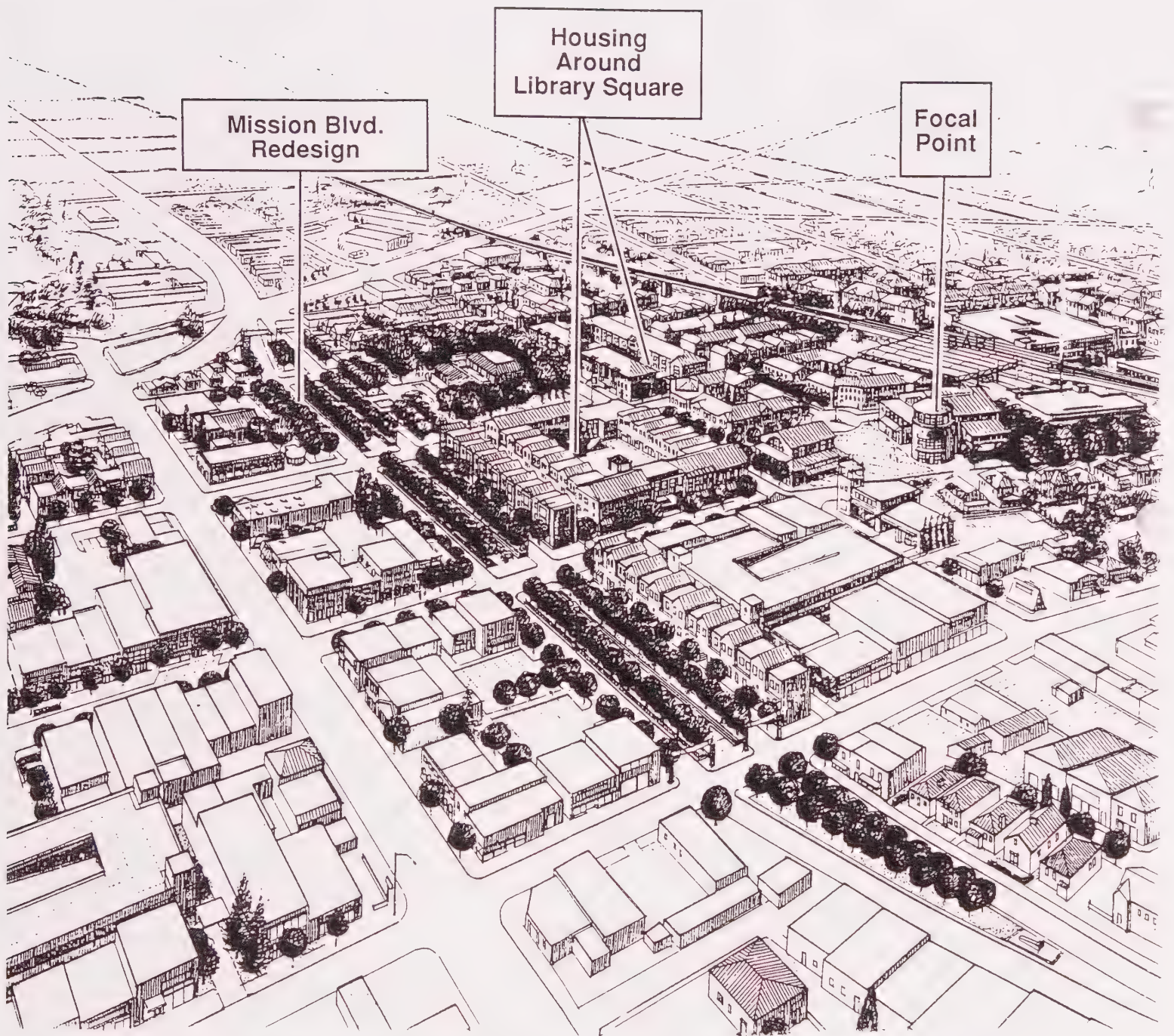
In potential change areas, and along key transit corridors, higher intensity, quality development designed to fit with non-automotive modes of travel can be supported. Mixed-use development (e.g. housing above commercial) will be promoted where appropriate to ensure a pedestrian-friendly environment that has housing, jobs, shopping, parks and recreation in close proximity.





# POTENTIAL C





## DOWNTOWN DESIGN PLAN ELEMENTS



## Downtown

The downtown is the traditional focal point of cities. To the extent the downtown expresses the history, manifests some of the commercial and cultural vitality of the city and remains a center for social and political contacts, it will fulfill civic functions that malls and other centers do not fulfill.

1. Implement the Downtown Design Plan and the Core Area Specific Plan with emphasis on making the downtown a focal point for the City and an area suited to pedestrian use, including:
  - a. Movie theater, cultural and arts center and other facilities which can provide night-time activities suitable for families and community use.
  - b. Sidewalk cafes, more restaurants
  - c. Shops with clothing, gifts, sports goods and other specialty retail to attract people downtown.
  - d. More features like fountains, benches and a park at Mission Blvd. and "B" Street.
2. In addition, the following proposals should be evaluated:
  - a. Seek owner occupancy in high density housing developments.
  - b. Seek larger units (2-3 bedrooms) to encourage ownership.
  - c. Promote an international marketplace to highlight cultural diversity, encouraging architectural styles that reflect offerings from other cultures within walking distance of BART (eg. along the north side of "A" Street).
  - d. Promote shuttle service between the BART station and City Center to allow for visitor "park once" shopping, dining and entertainment; improve transit links to Southland and Cal State.
  - e. Provide clean and safe public restrooms at various locations.
  - f. Include public parking garages in mixed used buildings with stores and other pedestrian-attracting uses (while maintaining pedestrian uses at ground level).
  - g. Extend Downtown Design Plan with a design for Foothill Blvd which includes wider sidewalks and more landscaping

Downtown

Foothill Blvd.  
Jackson St.

**MISSION  
CORRIDOR**

PG&E

Carlos Bee Blvd.

CSUH

Harder Rd.

Holy Sepulchre Cemetery  
Moreau High School

City of Alameda County  
Hayward

Hayward

Mission Blvd.  
BART  
WPRR

City of Alameda County  
North

La Vista Quarry

Garin Regional Park

Tennyson Rd.  
BART Station

**SOUTH HAYWARD  
BART AREA**

SPRR

Industrial Parkway

Former Golf Course



## **South Hayward BART Area**

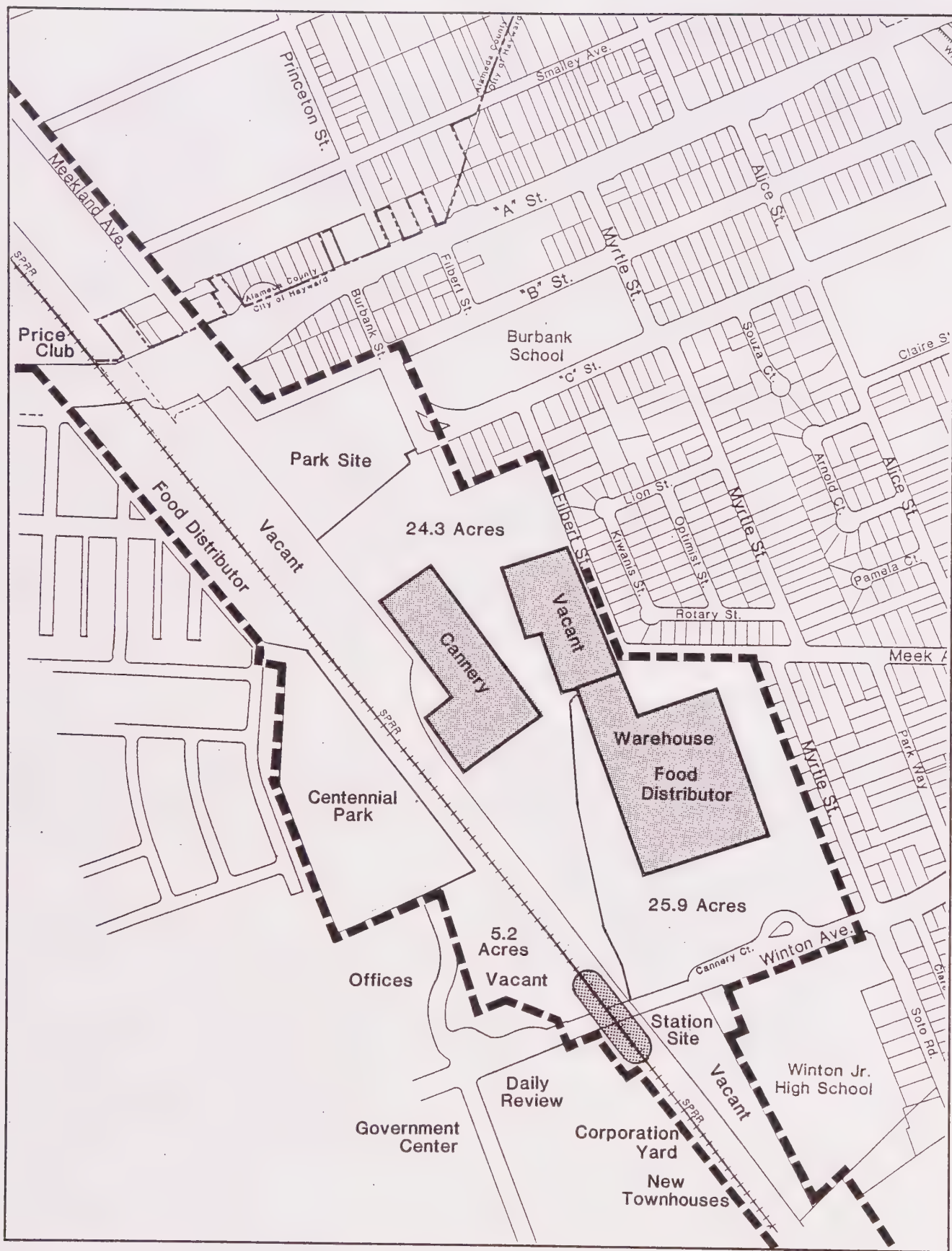
The South Hayward BART station area is within an approximate half mile walking distance of the station. Greater intensity of development around transit stations supports more frequent transit service and maximizes public benefit from the public investment by allowing more people travel mode options. Further development would have to be carefully integrated with the station and other elements of a complete neighborhood to fulfill its promise.

1. Implement Mission Garin Neighborhood Plan giving consideration to amendments lowering some plan densities between the fault line and Garin Regional Park to be consistent with recommendation of feathering densities on highly visible hill faces near permanent open space.(II-E-3d)
2. Encourage a more integrated and balanced land use pattern near the South Hayward BART station:
  - a. Seek more retail commercial uses to support existing and planned residential development.
  - b. Encourage opportunities for integrated mixed-use development.
  - c. Provide additional park facilities in the area, recognizing existing deficiencies.
  - d. Provide an area map at the Bart Station showing housing, businesses and other attractions and destinations near the station.

## **Mission Boulevard Corridor**

Mission Boulevard is the original Spanish road through the Hayward Area. Running along the base of the hills with cemeteries and a greenway to open some hill views, it has unrealized potential as a distinctively attractive boulevard. As it connects the two BART stations and provides access to the university, it is a prime candidate for transit-oriented development

1. Implement the Mission-Foothills Neighborhood Plan.
2. Develop a specific plan to determine appropriate land use, infrastructure needs, and financing mechanisms with the following objectives:
  - a. Provide for new development in a manner that supports the Downtown.
  - b. Provide for university student recreational and retail needs (eg. food, supplies, books and entertainment) with University input.
  - c. Create a more pedestrian-oriented and transit-oriented environment and reduce vehicle trips by encouraging a better mix of land uses.
  - d. Encourage cooperation and coordination among area businesses (eg. to upgrade the appearance of the area).
  - e. Evaluate alternative financing mechanisms (e.g. redevelopment area, benefit assessment district, etc.)
  - f. Consider impacts on and from the proposed Route 238.





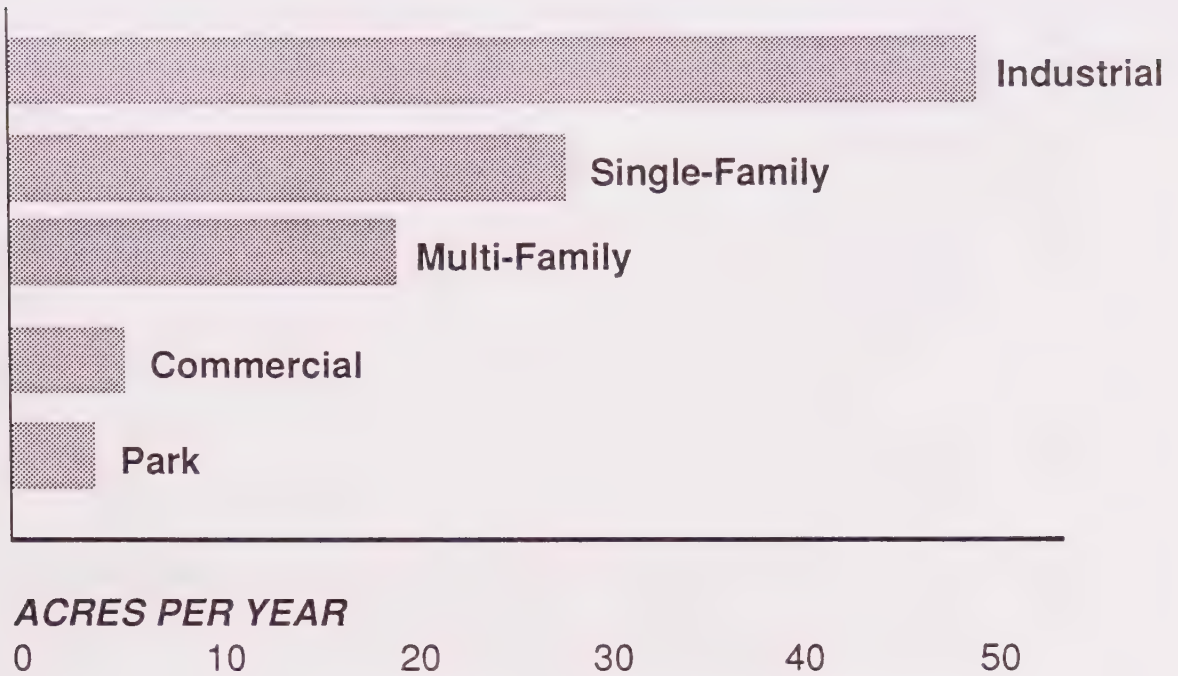
3. Evaluate the feasibility of the following proposals for the Mission Corridor:
  - a. Enhanced transit such as light rail along Mission Blvd. or electric bus/trolley or mini-van service on Mission Blvd. and up to Cal State.
  - b. Improvement of circulation pattern along Mission Blvd. such as connection of Dollar St. and O'Neil Ave.
  - c. Priority for undergrounding of utilities.
  - d. Improvement of visual environment along Mission Blvd. such as tree planting, expanded design guidelines, and building maintenance and appearance incentives.

### **Older Industrial Area**

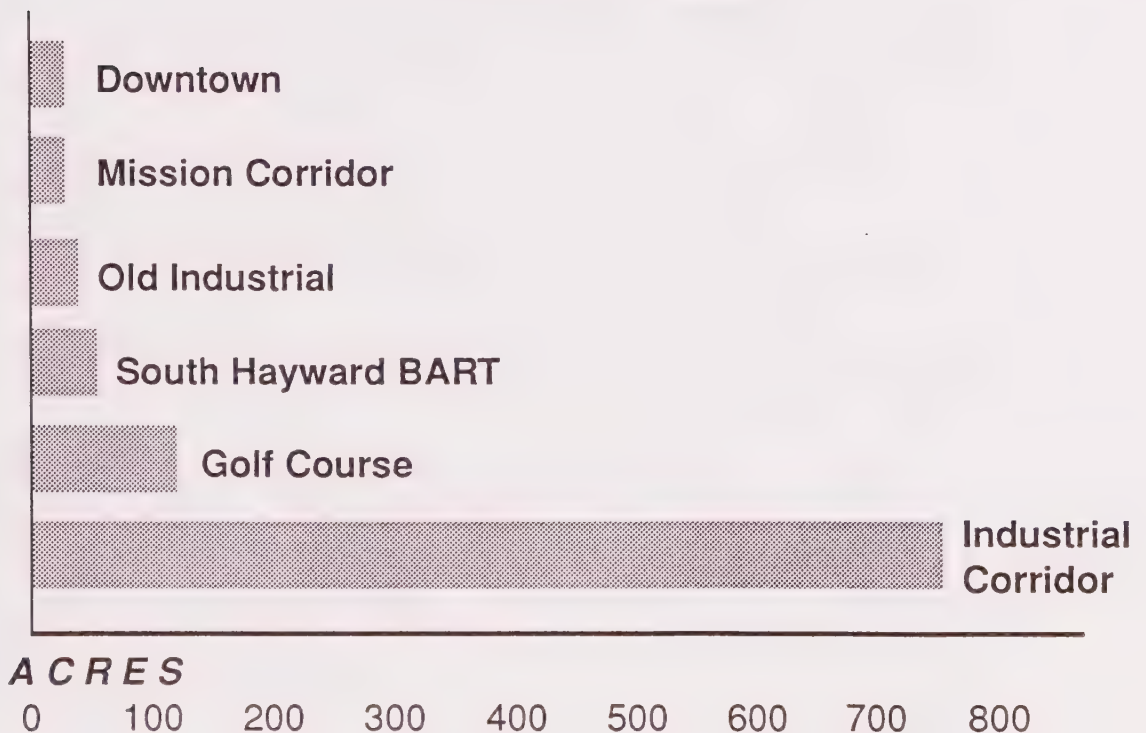
The older industrial area or Cannery area is gradually being redeveloped with other uses such as housing (Diamond Crossing), a parking garage (County office center), and warehouse retail (the Price Club). Piecemeal development typically does not result in ideal integration of land uses and access improvements. These large, relatively underutilized parcels in the center of Hayward merit careful planning.

1. Implement Burbank Neighborhood Plan, with consideration of proposals below.
2. Develop a specific plan for the Cannery Area prior to or in conjunction with consideration of any new or expanded development.
3. Evaluate the feasibility of the following proposals:
  - a. Expand the role of the Cannery Area as an employment center.
  - b. Adapt warehouse buildings to smaller spaces for offices, start-up businesses, research and development firms.
  - c. Integrate Cannery Area parks with mixed-use workshop, office, cafe and loft live-work development to increase their visibility and benefit.
  - d. Provide for retail commercial supporting uses (e.g. business services, restaurants for both the Cannery Area and the offices on the west side of the tracks).
  - e. Incorporate better access to Centennial Park and other destinations on the west side of the railroad tracks.
  - f. Seek to safely link Centennial and Burbank Parks.

## ACRES DEVELOPED 1986 - 1991 HAYWARD



## VACANT/OUTDOOR STORAGE ACREAGE IN CHANGE AREAS



## Industrial Corridor

The Industrial Corridor is a vast crescent of land around the western and southern perimeter of Hayward. Expansion of industrial space has far outstripped expansion of other land uses in the last decade. Potential benefits in terms of jobs and tax receipts are great as are potential costs in terms of utilizing traffic capacity and water resources.

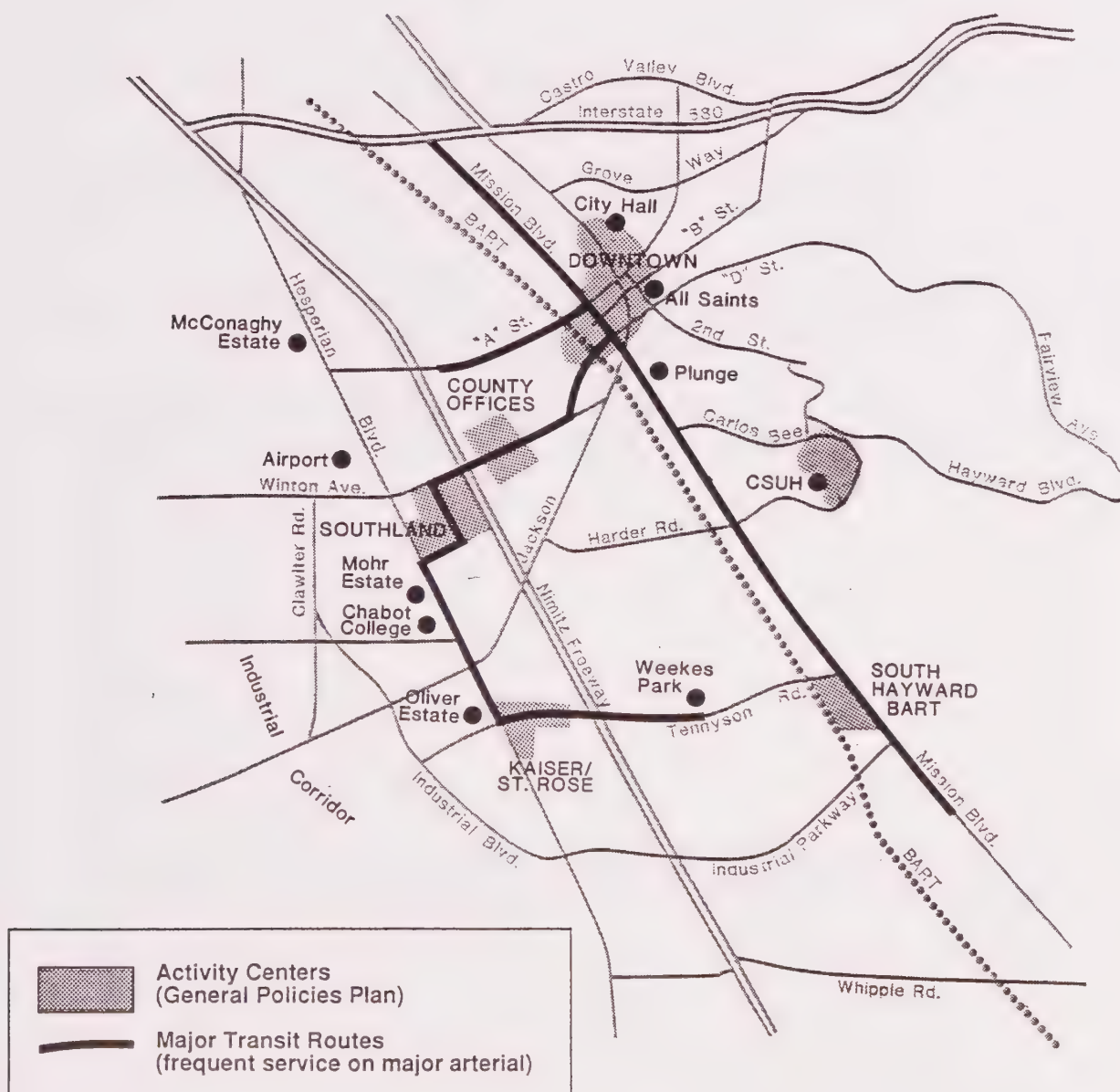
1. Form a Task Force for the Industrial Corridor with business people and residents to identify specific sites or "opportunity areas" for highly desirable uses and to develop circulation recommendations including transit service.
2. Evaluate the feasibility of the following specific proposals:
  - a. Recognize the increased visibility and accessibility of the airport's Hesperian frontage once "A" Street is extended; consider leasing property for commercial development to increase tax revenues.
  - b. Adopt the proposed Light Industrial Zone to provide buffer areas between industrial and residential areas.
  - c. Provide incentives for desirable uses such as warehouse retail (e.g. commercial zoning, "fast-tracking" processes) as consistent with traffic capacity.
  - d. Provide for uses which enhance the tax base and provide lunch-time or off-hours retail opportunities, restaurants, services, etc.
  - e. Pursue implementation of proposed circulation improvements through adoption of the Industrial Assessment District or other funding.



## C. NEIGHBORHOOD CONSERVATION AND DEVELOPMENT OUTSIDE CHANGE AREAS

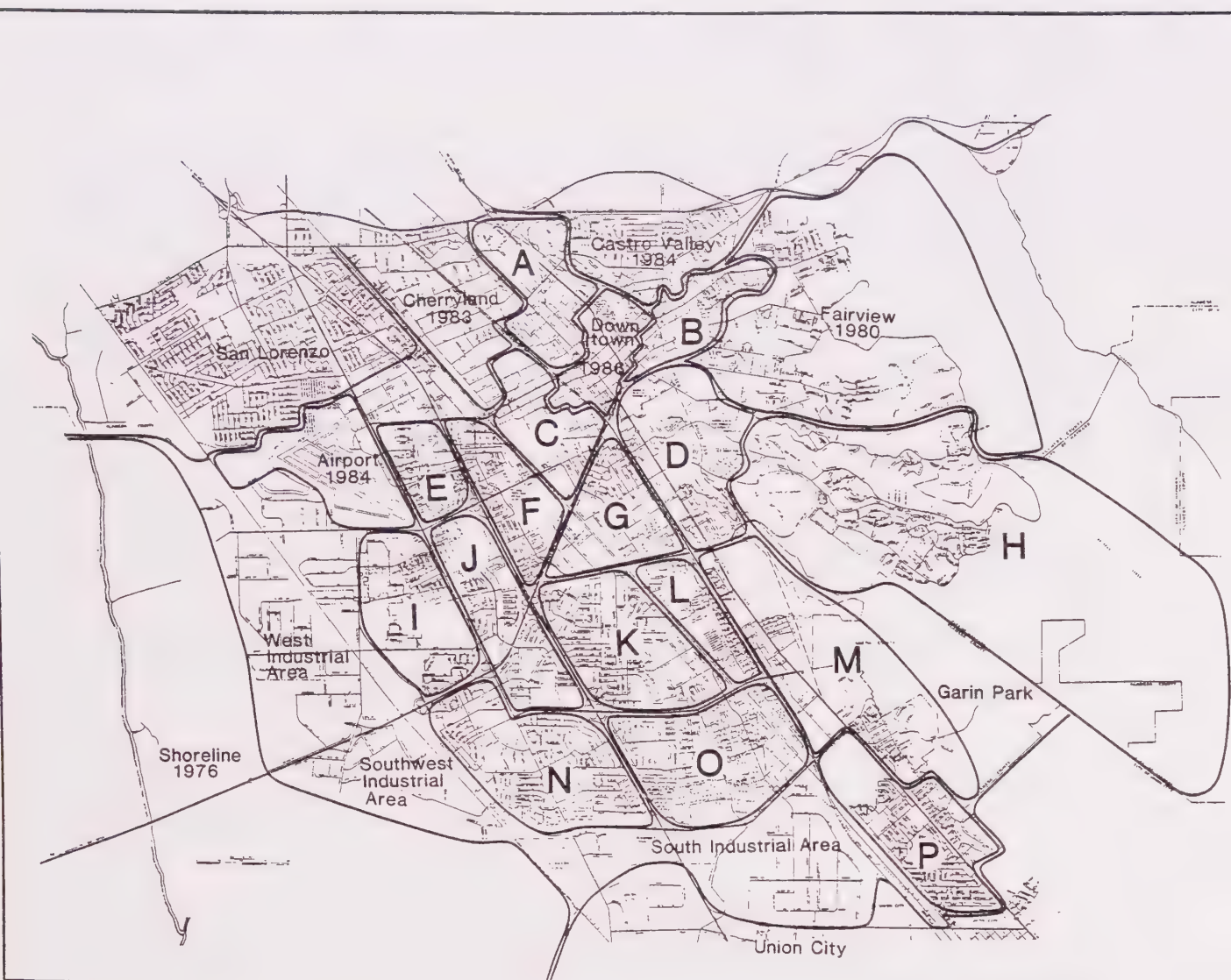
In order to conserve the social fabric and architectural integrity of existing neighborhoods as well as to avoid traffic generated by intensive development that is not directly serviced by transit and shopping, development outside of change areas will be limited. Continued maintenance and improvement of existing neighborhoods will be promoted to enhance the value of the existing housing stock and residential areas. Home ownership and other programs will be encouraged in all neighborhoods to build community stability.

1. Support high residential densities (e.g. 3-4 story developments) and high intensities of other development only in designated activity centers and along major transit routes and only if development is of high quality, with community facilities and adequate landscaping.



2. Encourage infill development which respects positive aspects of the neighborhood character and which is similar in type or density to existing development.
3. Seek compatible interface of new housing with existing neighborhood (e.g. limiting height of townhouses to 2-stories next to single-family homes to retain scale, placing windows to retain privacy, preserving architectural style in additions and new development).
4. Preserve historic or other interesting buildings with character; implement historic district recommendations of the Burbank and Upper B Street Neighborhood Plans.
5. Preserve character of existing single-family neighborhoods to attract families.
6. Seek funds to upgrade existing neighborhoods and housing, such as block grants to encourage homeownership. (e.g., loan guarantees for low income residents to buy residences).
7. Support programs to facilitate quicker response to control dilapidated and/or condemned properties and to deal with negligent landlords.
8. Consider an ordinance requiring code inspection by state licensed contractor of single family homes at time of sale (except for condominiums, planned developments or homes built within five years) to promote maintenance and to deter safety problems in illegal construction.
9. Analyze the relationship between the number and/or concentration of liquor outlets and the related social issues and the effect on neighborhoods. Recommend methods of regulatory oversight to lessen negative impacts.
10. Protect neighborhoods from excessive noise, such as overflights of aircraft, separating air corridors and existing residential areas as much as possible.
11. Give more consistent attention to air quality, including discouraging the installation of inefficient wood-burning fireplaces and monitoring pollutants from jet aircraft.
12. Give more attention to energy use including solar orientation of buildings and solar access.





## NEIGHBORHOOD PLAN

Names of Planning Areas, and Years Completed or Proposed

<b>A</b>	North Hayward (1993)	<b>H</b>	Hayward Highlands (1996)
<b>B</b>	Upper "B" Street (1992)	<b>I</b>	Mt. Eden (1990)
<b>C</b>	Burbank (1988)	<b>J</b>	Southgate (1995)
<b>D</b>	Mission•Foothills (1992)	<b>K</b>	Harder-Tennyson (1989)
<b>E</b>	Winton Grove (1993) (W. Happyland)	<b>L</b>	Whitman Road (1996)
<b>F</b>	Santa Clara (1994) (E. Happyland)	<b>M</b>	Mission-Garin (1987)
<b>G</b>	Jackson Triangle (1991)	<b>N</b>	Glen Eden (1995)
		<b>O</b>	Tennyson-Alquire (1989)
		<b>P</b>	Fairway Park (1994)

## IV. INFRASTRUCTURE STANDARDS AND QUALITY OF LIFE MEASURES

Our ability to manage growth is critically hinged on a comprehensive set of infrastructure threshold standards which allow us to monitor our quality of life. We must measure our plans for growth and all development projects in the City against such standards to assure that our quality of life is not deteriorating. If a quality of life issue cannot be measured, it is difficult to maintain or improve it. These threshold standards are essential to development of a viable growth management strategy and should be in place prior to discussion of specific plans for change or conservation areas of the City.

Over the next twenty-five years, the majority of new development within Hayward will take place in the form of relatively small infill projects. Measuring the impact on infrastructure of these developments and properly assessing fees for mitigation is difficult. Further complicating the problem is the fact that major infrastructure deficiencies currently exist such as the lack of a fire station for South Hayward, overburdened schools and libraries, overburdened human services, and congested roadways.

### A. Planning

Planning is key to achieving a pattern of development which can be efficiently serviced and which is consistent with current needs of Hayward residents and businesses as well as needs of the next generation.

#### Goals and Objectives

1. To form complete, integrated communities with housing for the range of ages and economic levels, a vigorous economic base, centers for commercial, cultural, civic and recreational activities, adequate open space, and patterns of development which supports efficient transportation and good use of resources.
2. To achieve adequate planning information and appropriate service standards.
3. To guarantee that infrastructure and services will be available to meet the demands of new development.

#### Master Plan

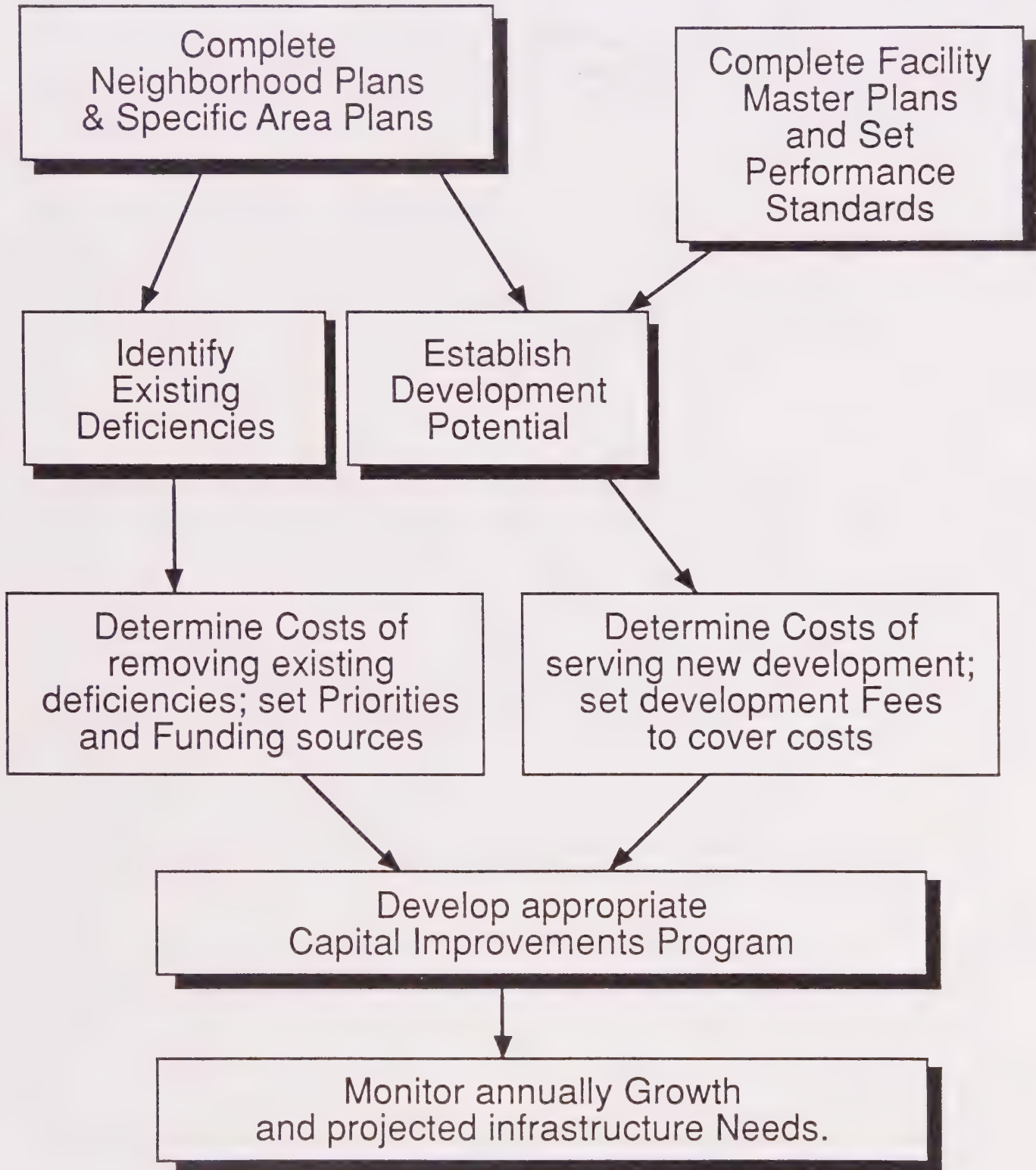
The General Plan, incorporating this document as the Growth Management Element, constitutes a Master Plan.

#### Provisional Standards

The infrastructure standards on the following pages have been developed on the basis of current available data and will be refined through the process outlined below.

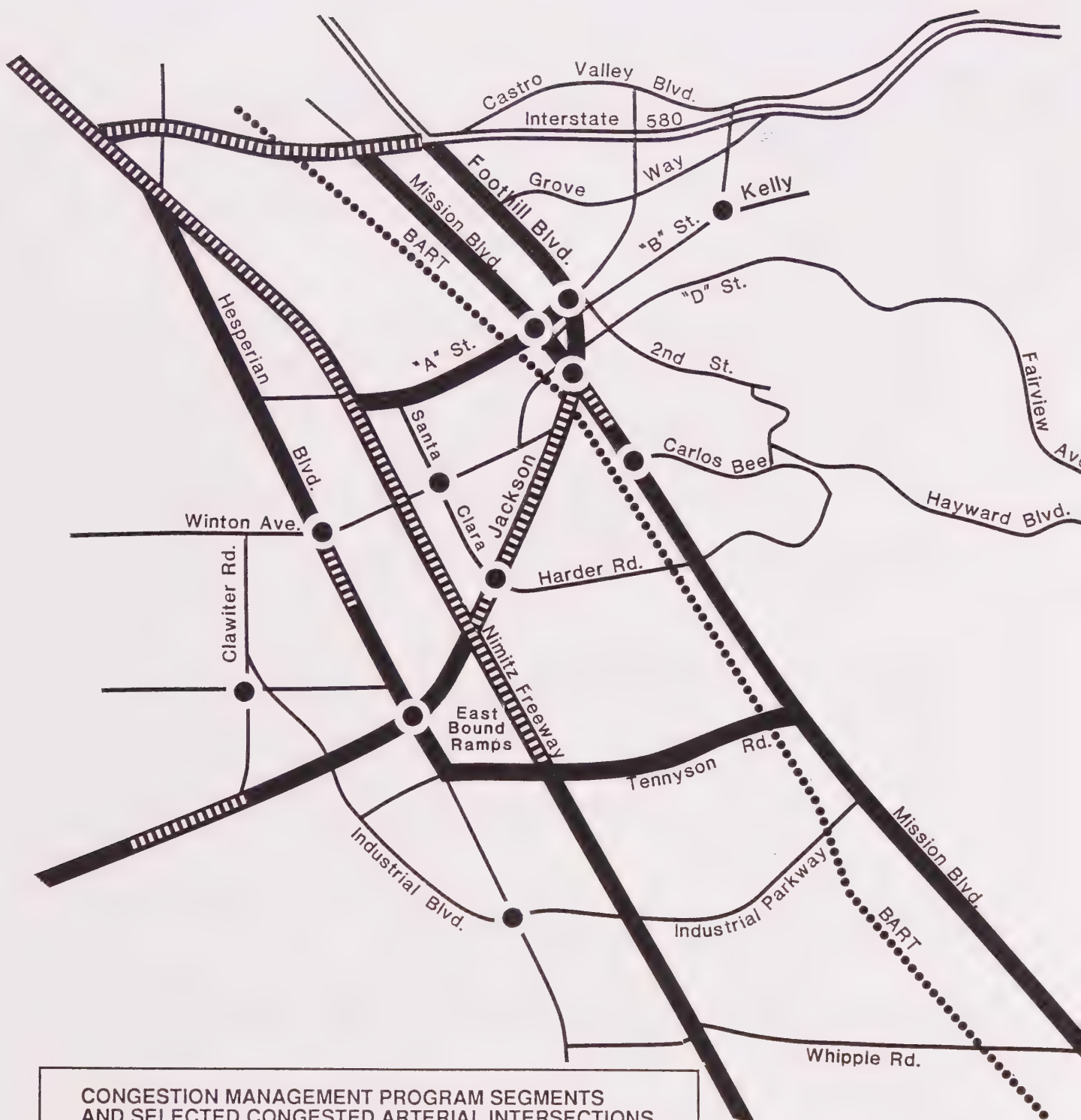


# Proposed Growth Management Infrastructure Planning Process



## Strategies

1. Complete the Neighborhood Planning Program to cover the remaining areas of the City and update every ten years in coordination with new General Policies Plans so that the Neighborhood Plans can be used as a primary source of information on desired land use and public improvements.
  - a. Do Neighborhood Plans for North Hayward, Winton Grove, Santa Clara, Highlands, Southgate, Whitman Road, Glen Eden and Fairway Park. Neighborhood Task Force deliberations are not to be constrained by Growth Management Recommendations.
  - b. Develop an area plan for the Industrial Corridor.
2. Expect Facility Master Plans from all designated infrastructure and service providers (fire, police, schools, parks, libraries, transportation, utilities and other public facilities). Plans should identify infrastructure threshold standards wherever applicable and current areas of deficiency and conform with the Americans With Disabilities Act. These Plans should be completed within the next twelve months and updated every three years. The Facility Master Plans will be used as a primary source of information on performance standards.
3. Use these Facility Master Plan and Neighborhood/Area Plans to determine complete development potential and existing deficiencies in public facilities and services.
4. Establish the cost of removing the existing deficiencies, prioritize needs and pursue bond issues or assessment districts or other funding to correct the deficiencies.
5. Establish the cost of providing infrastructure to serve potential new development. Assess infrastructure fees to all new development within the City. Fees should reflect the demands various types of development place on the infrastructure.
6. Make the Capital Improvements Program consistent with the goals and priorities of the Growth Management System.
7. Monitor growth with a Growth Management Commission or existing citizen bodies (The Planning Commission and Board of Adjustments). Provide an annual report of compliance with the Growth Management Principles and Standards.
8. Create, develop and maintain a data base informational system to project demand for facilities and monitor their adequacy. A proper computational system and analyst should be allocated for this task.



# CONGESTION MANAGEMENT PROGRAM SEGMENTS AND SELECTED CONGESTED ARTERIAL INTERSECTIONS



Intersections with LOS "E"  
or worse during peak hours

CMP Routes - City of Hayward

CMP Level of Service F



## B. Transportation

Transportation is critical to an acceptable quality of life. It is the prime determinant of noise levels and air quality as well as of ease of access to job, shopping, educational and cultural opportunities. Improving service levels to alleviate traffic congestion typically results in more traffic on the improved street as the number and length of trips are linked to travel times. Traffic is irritating and hazardous. Residents want the best possible solutions.

The City of Hayward voters voted for Measure L in November 1992 which instructs the City Council to seek all available funding for the building of the proposed 238 freeway. This measure won by a very small margin of approximately 1000 votes. The narrow win of this vote shows that this thirty year issue remains a controversy in the City of Hayward.

The proposed freeway (which has changed dramatically from its first inception) will not significantly assist in traffic circulation (as verified by studies provided for by the City). Freeways do not solve traffic or air quality problems. Freeways do bring new development and mismanaged growth. The proposed 238 freeway would provide a direct route for developing the Hayward hills which citizens have tried so hard to protect.

### Goals and Objectives

1. To provide safe and efficient transportation through and within Hayward.
2. To encourage alternative modes of travel which are in congruence with the health of the environment and with future growth such as light rail and cycling.
3. To accommodate pedestrians, people in wheelchairs, cyclists and transit riders in the design and building of the City.
4. To refrain from constructing freeways to solve Hayward's traffic problems.

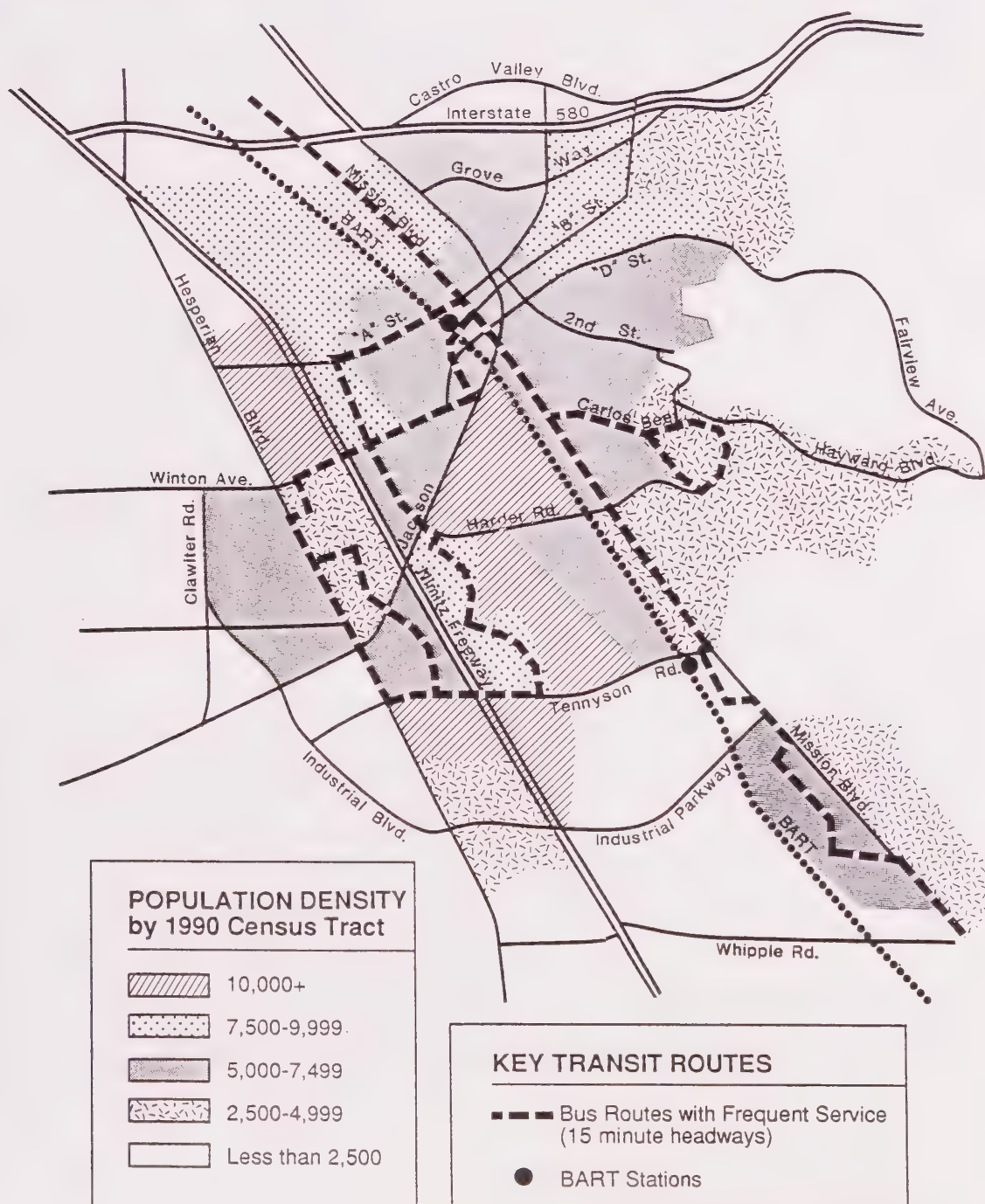
### Master Plans

The Hayward General Policies Plan contains City transportation policies and strategies. The Hayward Capital Improvement Program identifies transportation projects to be funded by the City within five years and lists unfunded projects. The Alameda County Congestion Management Program Plan and the Alameda County Transportation Plan identify desired transportation improvements and establish minimum service standards on major arterials. This planning informs the Metropolitan Transportation Commission of county-level transportation policies and MTC's Regional Transportation Improvement Plan in turn guides state and federal transportation planning and funding.

Additionally, Hayward has a Bicycle Facilities Plan (1979), which needs to be updated, and ABAG has a Bay Trail Plan. AC Transit Comprehensive Service Plan and the BART Master Plan contain standards for transit service and planned improvements.

## Provisional Standards

1. Congestion Management Program requires a minimum traffic Level of Service "E" on street segments that are part of the CMP network unless a level of "F" already exists. The City seeks a minimum Level of Service of "D" at intersections except during the peak commute periods when a LOS of "E" may be acceptable due to costs of mitigation and except when roadway improvements to improve the Level of Service would attract more traffic.
2. AC Transit has adopted service standards which include 15 minute headways during peak hours in areas with 10,000 pop/per sq mile. The City should also seek fifteen minute headways to colleges and employment centers with 16 employees per acre or more.

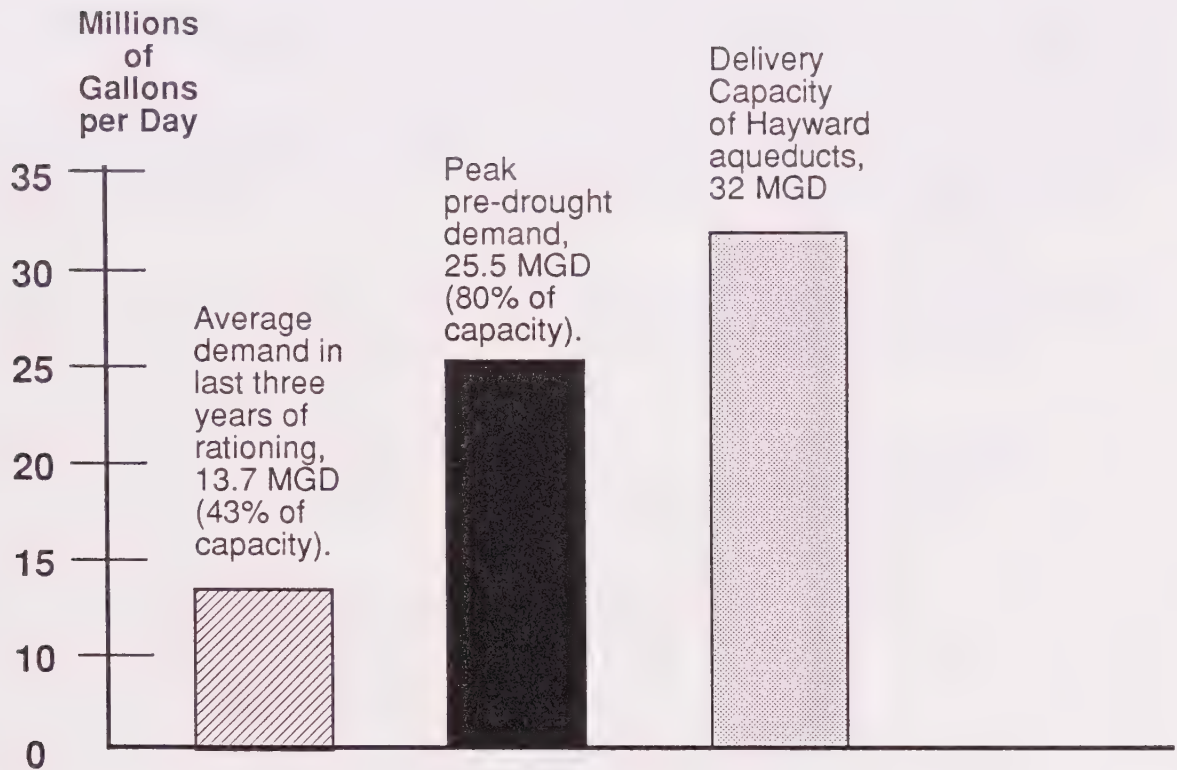


Strategies

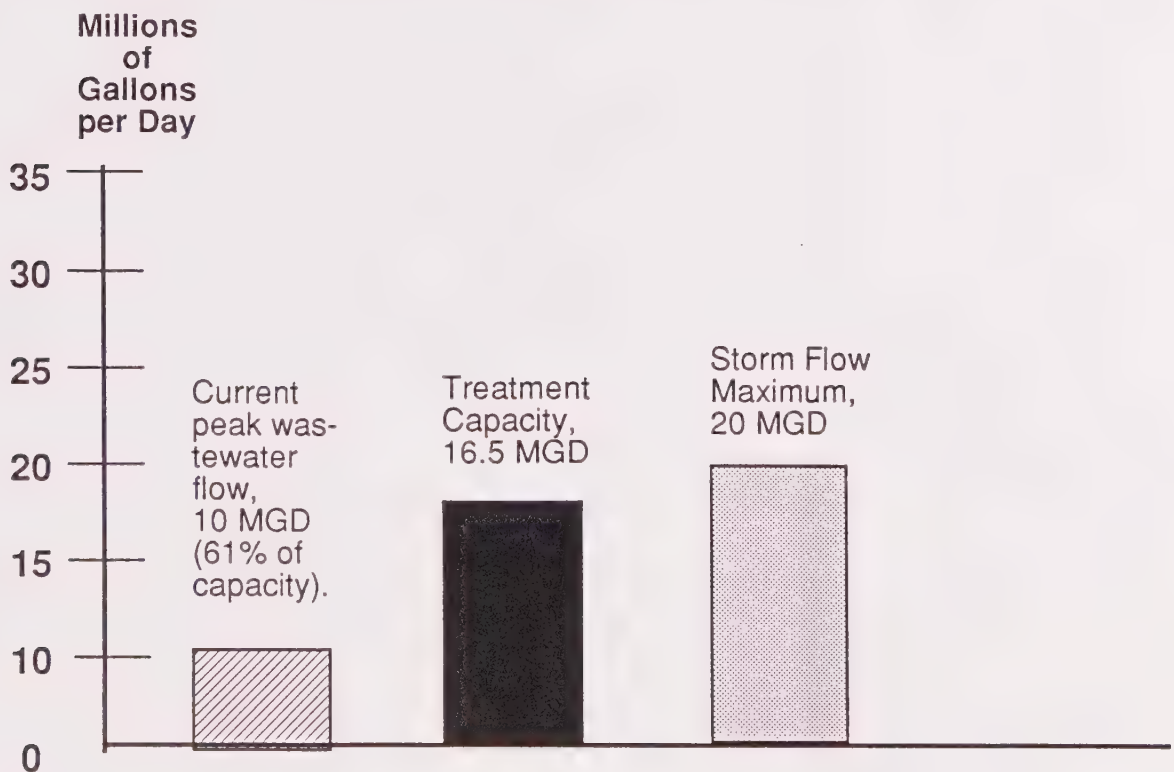
1. Continue to use and develop statistical data base for assessment of traffic loads from new development and employment growth.
2. Discourage road construction and expansion projects that would result in permanent disruptive impacts on neighborhoods and the downtown. Less disruptive alternatives for improving traffic flows should be identified and substituted.
3. Complete sidewalk system and design safe pedestrian crossings of arterials to access major shopping areas and transit stops.
4. Update and implement a comprehensive bicycle facilities plan with a system of bike paths throughout the City tying residential areas to commercial areas and to recreational open space along the shoreline and in the hills. Include standards for provision of bike racks.
5. Pursue all available funding for alternative modes of transportation such as ISTEA (Intermodal Surface Transportation Efficiency Act) funds for bicycle facilities.
6. Provide bus shelters throughout the City which are sensitive to the needs of each neighborhood in location and design.
7. Encourage Transit Oriented Development. Public facilities should be built with public transit accessibility.
8. Achieve full compliance with ADA (Americans with Disabilities Act) regulations.
9. When traffic impacts of development are assessed, consider mitigations other than the 238 bypass until construction of the freeway is certain.  
Do not postpone needed safety improvements.
10. Implement a Transportation Commission which would review the environmental and transportation impacts associated with proposed projects. (Duties could be performed by a Growth Management Commission).
11. Support light rail type transit on the Mission Boulevard Corridor.
12. Coordinate transportation needs with regional planning.
13. Continue to educate the community about the virtues of commuting via alternative transportation and other ways to help the environment in making transportation choices.



## WATER SYSTEM CAPACITY



## SEWAGE TREATMENT CAPACITY



## C. Water, Sewer and Urban Water Runoff

Water supplies and water quality are a primary growth management concern for the State. Adequate supplies in drought years and in emergencies such as wildfire and earthquakes are critical.

### Goals and Objectives

1. To provide adequate supplies of potable water to maintain the city and provide for reasoned growth into the future.
2. To develop all possible options for new sources of water and to recycle waste water runoff.

### Master Plan

The City of Hayward has adopted the Wastewater Collection System Master Plan and the Hayward Urban Water Management Plan. The 1981 Wastewater Collection System Capability Study and Master Plan identified limitations and provided a plan for expansion and rehabilitation of the service system. This plan is scheduled for an update this fiscal year.

### Provisional Standards

1. Hayward's sewer system has capacity for a city of 150,000 people. Current peak wastewater flow is less than 10 million gallons per day, with a buildout capacity of 16.5 million gallons per day. Current usage equates to approximately 60% of system capacity.
2. Hayward's water contract with San Francisco allows unlimited water purchase. The cost is adjusted, however, to limit demand to supply; Hayward has rationed water use in times of drought to avoid cost penalties. Hayward owns two aqueducts for water delivery with a capacity of 32 million gallons per day. In 1987, the last pre-drought year, average demand was 17 million gallons per day with a peak of 24 million gallons per day.

### Strategies

1. Consider water limitations and current water distribution in future development and planning; require analysis of water usage impacts in reports analyzing proposed development.
2. Conserve water by utilizing drought tolerant landscaping in future development, and in city landscaping as well as through educational efforts and the use of water saving devices.
3. Expand utilization of reclaimed water for non-potable uses.



## HAZARDOUS BUILDING MITIGATION

- Unreinforced Masonry  
(to have retrofit or demolition plans  
by summer, 1993)
- Potentially hazardous tilt-up buildings  
(to be retrofitted by summer, 1993)
- \* Potentially hazardous high occupancy buildings  
(City Center and fire stations to be retrofitted)



**D. Environmental Quality**

The scope of environmental quality concerns is expanding from single issue public health concerns (such as restraining noise or pollution to levels where there is not widespread health damage) to more global concerns of maintaining a sustainable ecological balance and creating an aesthetic environment.

Goals and Objectives

To maintain Hayward as a pleasant, healthy and safe place in which to live and work

Master Plans

As state-required elements of its General Plan, the City has a Seismic Safety Element (1972); a Noise Element (1977); and a Conservation and Environmental Protection Element (1975) which includes information on geology, soils, vegetation, wildlife, climate, air quality, hydrology and noise. Policies and mapping of environmental constraints from those elements were used in preparing the General Policies Plan (1986). Energy conservation policies were also incorporated in the General Policies Plan. The City adopted a Source Reduction and Recycling Element to be included in the Alameda County Waste Management Plan as part of hazardous waste management planning. The Bay Area Quality Management District adopted a Clean Air Plan (1991) indicating measures to comply with state air quality standards.

Provisional Standards

Air quality standards, energy conservation standards for new construction and some seismic safety standards have been developed by the State; local Waste Management Plan is to be approved by the State.

Noise standards are contained in the Noise Element and the Noise Management Program for the airport, adopted locally. The City has adopted some additional seismic safety standards and has latitude to adopt more stringent standards to protect health and safety.

Standards need review and development so that environmental quality can be monitored.

Strategies

1. Develop energy conservation standards which provide for more consistent attention to solar access and both passive and active solar energy.
2. Update Conservation and Environmental Protection Element incorporating Noise Element and Seismic Safety Element and review annually.
3. Consider development of a local air quality plan.

E.      **Parks and Recreation**

In the 1980’s, local and community park acreage did not keep pace with development but there was extensive acquisition of "regional" park acreage in the Baylands. There are many tradeoffs between qualitative and quantitative measures of parks; highly visible parks will generally be used more intensely, but the land is typically more expensive. Similarly, pocket parks cost more per acre to maintain but may serve more users per acre. Environmental protection and historical preservation are also concerns which have shaped the development of parks in Hayward. Communities express their character in the acquisition, design and use of their public open space. Hayward Parks and Recreation encourages public participation in the design of new park facilities.

Goals and Objectives

To improve the amount, diversity and quality of parks and recreational facilities in Hayward

Master Plan

The Hayward Area Recreation and Park District (HARD) adopted a Master Plan in 1990. East Bay Regional Park District adopted a revised Master Plan in 1989. The City Recreation Element is contained in the Hayward General Policies Plan and specific park designations and policies are contained in some neighborhood plans. The City must seek consistency of park district plans with the General Policies Plan.

Provisional Standards

Hayward Area Recreation and Park District standards for park acreage reflect the upper range of National Recreation and Parks Association guidelines. The standards imply the need for many community-sized parks, more than doubling existing park acreage, or perhaps redefining parks to include some actively used regional park acreage. The State Quimby Act limits the park acreage which can generally be required of developers to 5 acres per thousand people anticipated in the development.

Type of Park	Service Radius	Size	Acreage per 1000
Local Park	1/4 to 1/2 mile	3-10 acres	1.5 acres
Community Park	2 to 3 miles	15-20 acres	6.0 acres
Other			2.5 acres
<b>Total</b>			<b>10 acres</b>

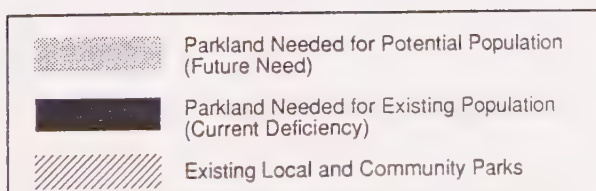
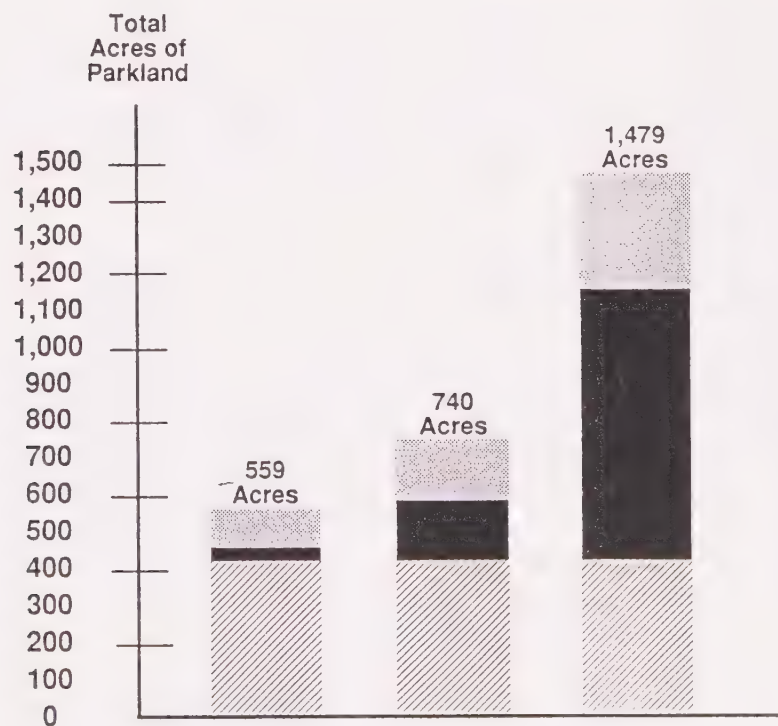
Strategies

1.      Encourage the creation of neighborhood "mini parks" smaller than the HARD standard of three acre minimums through partnerships with private, non profit and business interests to achieve this objective.
2.      Develop more pocket parks or squares in underserved "in-town" and downtown

areas to encourage pedestrian park use and to serve the social and aesthetic needs of adults with business participation in funding.

3. Transform school properties, particularly during non-school hours, into park and recreational environments using collaborative partnerships of HARD, HUSD, the City and the private sector.
4. Develop parks that are central to natural neighborhoods.
5. Establish accessible neighborhood parks for all residential areas and encourage neighborhood activities which sustain park use.
6. Provide more activities in areas with high concentrations of young people, adding, for example, basketball facilities in Dixon Street area.
7. Maintain parks in a consistent manner throughout the City.
8. Encourage neighborhood involvement in park maintenance.

## PARKLAND NEED AT ALTERNATIVE PARK ACREAGE STANDARDS





## F. Schools

### Statement of Crisis

The Hayward Unified School District is in a state of deterioration. Test scores of students have declined; the drop-out rate has increased; and the safety of its students becomes ever more at risk. The school district has been in financial crisis for over a year and has inadequate capacity to plan for a growing student population. These conditions will certainly lead to a Hayward community which is ill-equipped to cope with life and leadership in the high technology 21st century.

The future quality of life in Hayward is directly linked to the future success of the Hayward Unified School District. Businesses want to locate in cities that have good schools and property values increase in cities with good school systems. Therefore, the City will take a leadership role in assuring that the school district has the resources to provide excellent education for all our students.

### Goals and Objectives

1. To improve the quality of the Hayward Unified School District.
2. To provide adequate capacity and range of programs to meet the essential needs of all students.
3. To join the efforts of the City, the school district, Chabot College, and California State University in promoting Hayward as an attractive community.

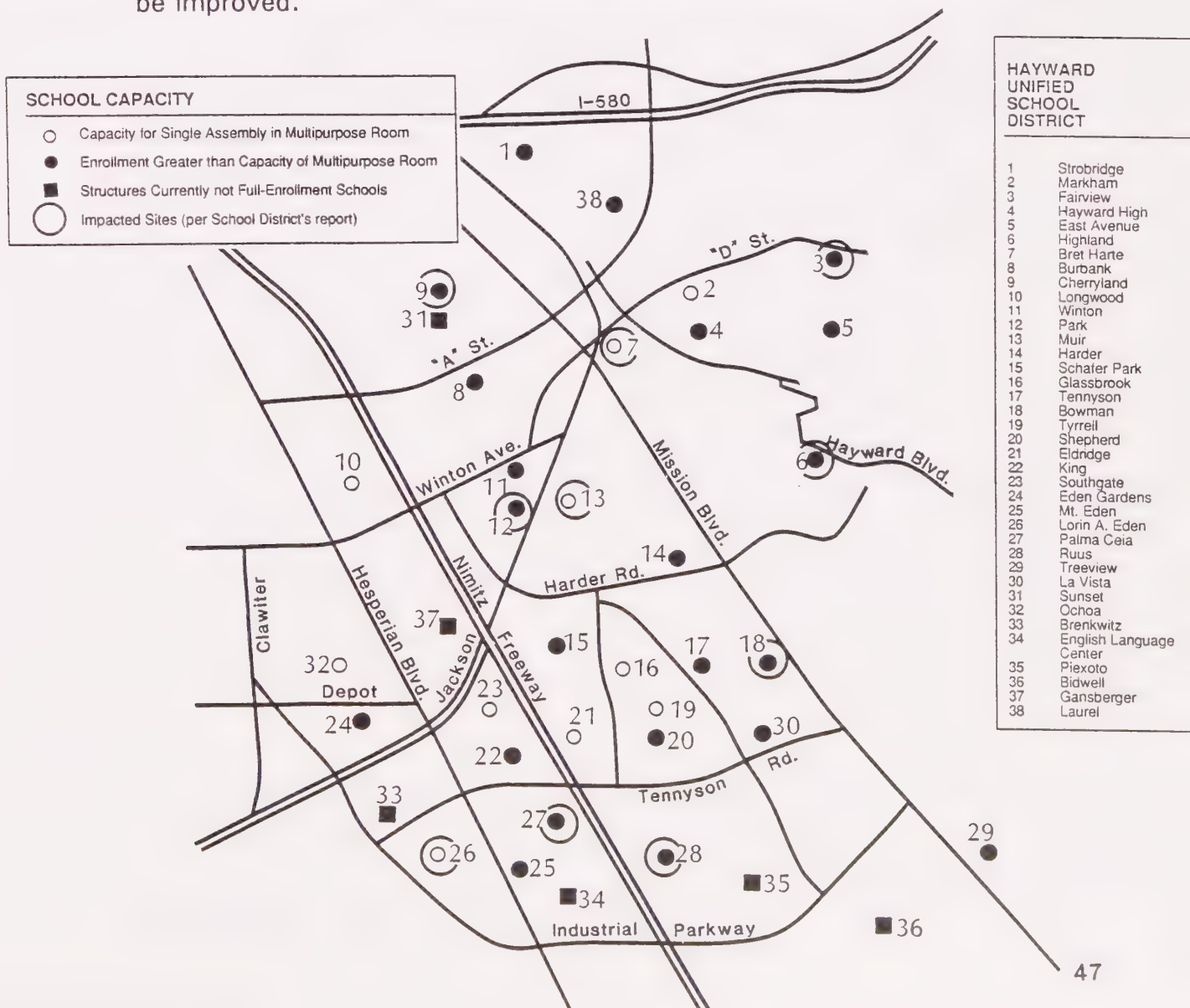
### Master Plan

The school district needs to complete a long range plan that will serve as a basis for current and projected needs. That plan and the General Plan should be made consistent.

### Provisional Standards

1. Proposals to legislate new residential potential should not be approved until adequate capacity is available as determined by the school district or guaranteed in an agreement between the developer and the school district for full mitigation. Each local school should be able to accommodate the children from proposed development without necessitating burdensome schedules for families or adding to expensive school busing. Classrooms and other facilities including the multi-purpose room, library, labs, or sports and recreation areas must not be overcrowded.
2. Multi-purpose rooms should be designed with an awareness of their potential as "community centers."

1. Aggressively pursue adequate funding for schools such as a bond issue or a parcel tax.
2. Bring quality and condition of school facilities currently in use to a uniformly acceptable standard before considering new facilities.
3. Fund services that can help stabilize the community in order to reduce transiency and high turnover in the schools.
4. Resolve insurance or other problems which inhibit use of school facilities for after school activities, such as after school programs by HARD, to increase facility utilization and community involvement in the schools.
5. Coordinate use of resources through the Public Agency Liaison Committee.
6. Encourage the Mayor to convene a task force to suggest ways the schools can be improved.



**POPULATION SERVED  
PER FULL TIME EMPLOYEE**

■  
**BAY AREA  
COMPARISON LIBRARIES**

<b>Libraries by Rank Order</b>	<b>1990-91</b>
Berkeley .....	840
Palo Alto .....	1,087
Redwood City .....	1,145
Mountain View .....	1,365
Richmond .....	1,556
Sunnyvale .....	1,563
Santa Clara .....	1,699
San Mateo .....	1,754
So. San Francisco .....	1,807
San Leandro .....	2,118
Alameda .....	2,670
Livermore .....	2,687
<b>Hayward</b> .....	<b>2,733</b>
Daly City .....	2,768
<b>1990-91 Average</b> .....	<b>1,842</b>
<b>Hayward</b> .....	<b>148% of Average</b>



G. Libraries

The library system provides the major cultural facilities funded by the City. The library has provides multi-lingual material, multi-cultural programs, and literacy services as part of serving a diverse city. The system operates with fewer resources than average for a Bay Area City of its size.

Goals and Objectives

- 1. To improve the current level of service (hours of operation and size of collection).
- 2. To serve as a community focus for the distribution of information necessary to enhance the cultural diversity within the City.

Master Plan

The Library has developed a "Strategic Plan 1992" that will serve as a basis for current and projected levels of service and referenced in the General Policies Plan.

Provisional Standards

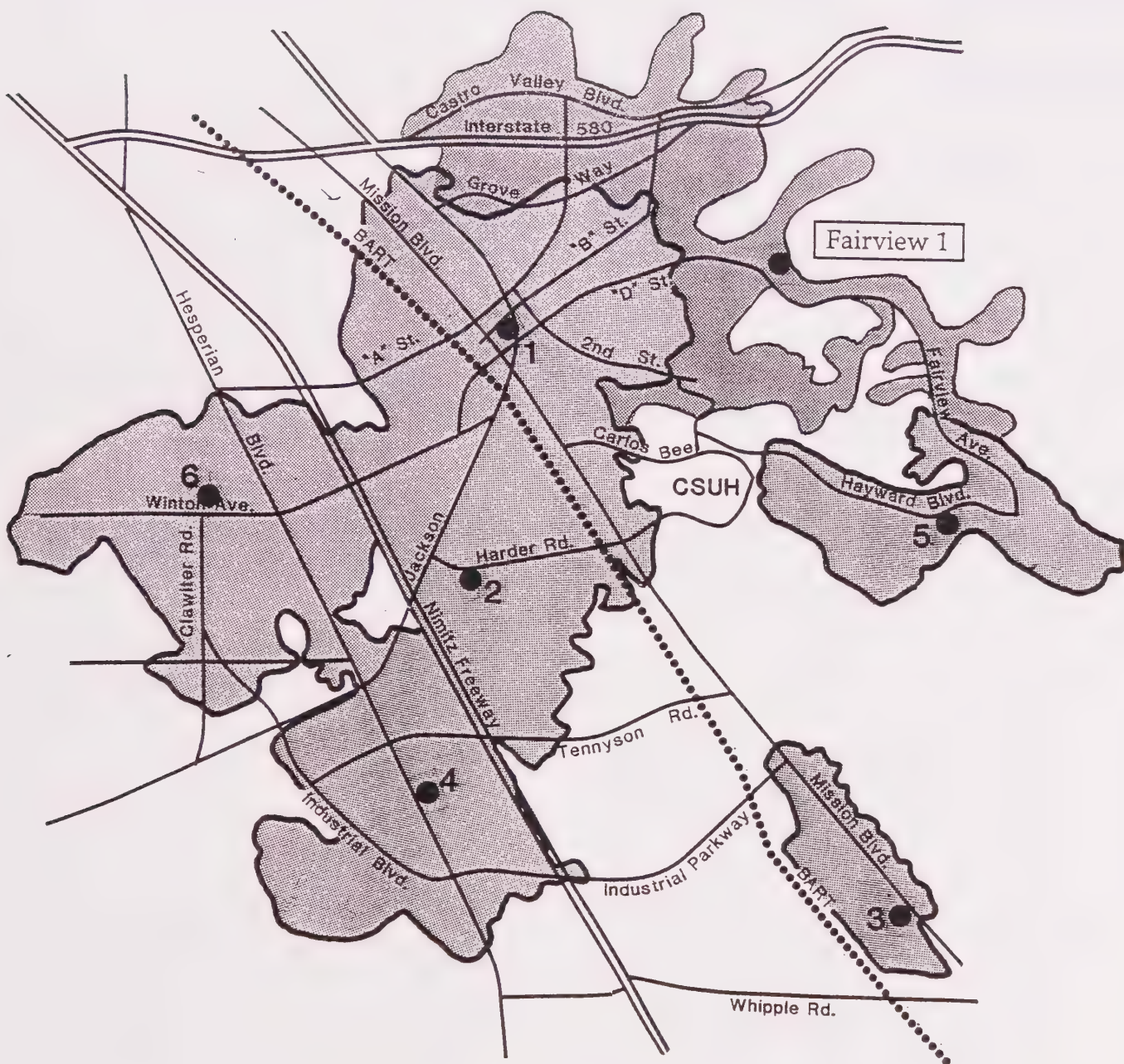
- 1. The Hayward library system should meet or exceed the average of comparable Bay Area cities. The standards shall be periodically adjusted to reflect changes in the comparison index.

Service	Bay Average	Hayward (Existing)
Minutes open per capita per year	6:48	2:50
Volumes per capita	2.75	1.39
Population served per staff	1842	2733

- 2. Goals to be reached by the year 2000 as identified in the Library Strategic Plan 1992 are: a minimum of 75,000 sq. feet of library space, 11,200 hours of service per year, a collection of 350,000 volumes, and staffing at the regional standard level based on the size of the population served. (Currently the Library has 29,500 square feet, offers 5061 service hours per year, a collection of 180,000 volumes, and a staffing ratio of 3000 population served per staff compared to the Bay Area average of 1900 population served per staff.)

Strategies

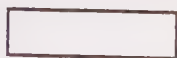
- 1. Keep the Main Library downtown; address seismic safety and other safety concerns in the construction of any new library facilities.
- 2. Incorporate new information technology in the library to maintain the library as focal point for information.



### CURRENT FIRE ENGINE COMPANIES (1 - 6)



Areas Within 5-Minutes Response Time



Areas Beyond 5-Minute Response Time  
for Emergency, Medical and Fire.

## H. Fire

The Fire Department is the city's primary responder to medical emergencies as well as to fire. Regulation and response to hazardous materials incidents are also handled by the Department.

### Goals and Objectives

1. To improve the current level of fire protection and emergency medical service.
2. To increase community awareness of fire prevention by education in the areas of household and occupation safety and the use of fire retardant materials.
3. To facilitate inter-agency coordination to develop appropriate responses to major incidents.

### Master Plan

The fire department has a Master Fire Protection Plan in draft form that will serve as a basis for current and long term levels of service provision. This master plan will document both staffing and facilities needs and will be integrated with the General Policies Plan.

### Standards

1. First engine company should arrive within 5 minutes on initial alarm
2. First truck company should arrive within 7 minutes of initial alarm.
3. Balance of first alarm assignment should arrive within 10 minutes of initial alarm.
4. Development in the hill area should not occur further out than the 1 ½ mile service area of Fire Station 5.

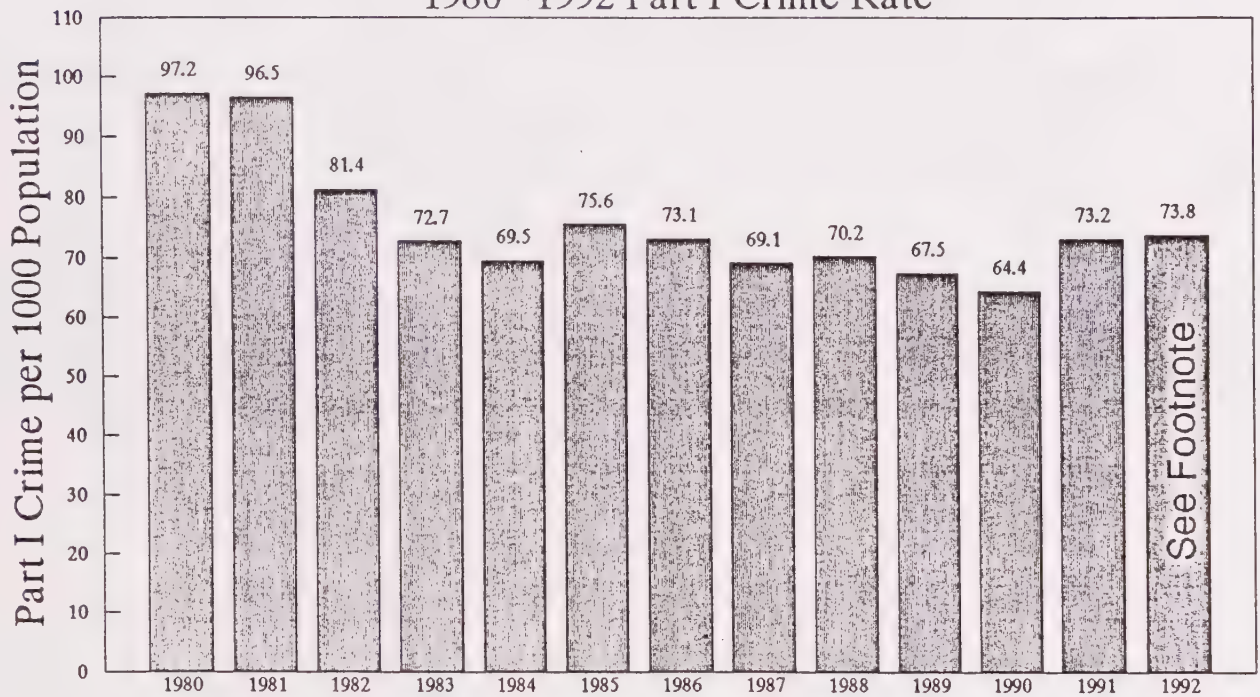
### Strategies

1. Construct a new fire station at the Lustig/Tennyson/Huntwood triangle to correct response deficiencies in south-central Hayward.
2. Prohibit development in the East Hills Annex area based on the fire department's inability to properly service this area.
3. Develop a contingency plan to adequately store and distribute emergency supplies throughout the city, considering barriers that may be created by fault rupture or other emergencies.



# City of Hayward

## 1980-1992 Part I Crime Rate



Footnote: The 1992 crime rate was derived from the first six months of data.

Source: The source of this data is the Department of Justice's annual "Crime in the U.S." publication.

H- Sep-92

## I. Police

A sense of security about self, loved ones and personal property is essential to the desirability of Hayward as a place to live and do business. The police have endeavored to increase their knowledge of the community and security problems and their ability to avert crime through community-oriented policing (COPPS). Their effectiveness is increased by community stability.

### Goals and Objectives

To improve the current level of police protection and service in the city.

### Master Plan

The Police Department will develop a Master Plan that will document staffing and equipment needed to lower crime rates and meet response time standards. Staffing and facilities needed to maintain acceptable levels of service in all other police functions shall be included.

### Provisional Standards

The Growth Management Task Force suggests response time standards to assure citizens of a timely Police response:

LEVEL OF PRIORITY	TYPE	RESPONSE TIME
1	Emergency (life threatening crime in progress)	4 minutes
2	Non-Emergency (criminal activity)	to be determined

### Strategies

1. Establish response time standards for non-emergency calls.
2. Establish a process that allows for measurement and regular community assessment of the effectiveness of police protection.
3. Build network of law enforcement agencies, schools, churches, businesses, Neighborhood Watch, Graffiti Paint Outs, DARE programs, Community Reclamation Program and other community organizations and citizens to support a high standard of community civility.



## **SOME OF THE AGENCIES PLANNING FOR THE BAY AREA** **Proposed for Consolidation by Bay Vision 2020:** **MTC, ABAG and BAAQMD**

### ***BAY AREA AIR QUALITY MAINTENANCE DISTRICT (BAAQMD)***

Established by State to develop and enforce regulations on stationary sources of air pollution. Develops plans to reach air quality standards, but lacks enforcement for necessary transportation measures.

### ***ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG)***

Voluntary regional body which initially attempted land use planning, still develops population, jobs and housing projections, and reviews applications for Federal funds. Its 38-member Executive Board is composed of local government representatives distributed in proportion to population.

### ***METROPOLITAN TRANSPORTATION COMMISSION (MTC)***

Established by State for regional, multimodal long-range transportation planning. Determines which proposed transportation improvements to put in the Regional Transportation Improvement Plan. Board is composed of 16 local government appointees plus a Caltrans, a D.O.T. and a H.U.D. representative.

### ***BAY CONSERVATION AND DEVELOPMENT COMMISSION (BCDC)***

Established by the State to manage and plan the shoreline and waters of San Francisco, San Pablo and Suisun Bay. 27-member commission appointed by Governor, local jurisdictions, and State and Federal agencies.

### ***CALTRANS***

Established by the State to plan and develop highways. Now also to assist rural transit and intercity rail. Reports to State Secretary of the Business, Housing and Transportation Agency and gets approvals from California Transportation Commission.

### ***13 MAJOR TRANSIT OPERATORS, 28 TOTAL***

Includes Alameda-Contra Costa Transit, and Bay Area Rapid Transit, whose boards are elected locally.

### ***COUNTY CONGESTION MANAGEMENT AGENCIES***

Newly created authorities to monitor land use changes in congested traffic corridors, and to develop capital improvement plans to improve traffic levels of service. The Alameda Board is composed of locally elected officials such as Council Members.

### ***PARK DISTRICTS***

Includes East Bay Regional Park District. Board members are elected.

### ***WATER AND SEWER DISTRICTS AND REGIONAL WATER QUALITY CONTROL BOARD***

Includes San Francisco Water Department, East Bay Municipal Utility District, East Bay Dischargers, City of Hayward and Ora Loma.

### ***WASTE MANAGEMENT AUTHORITIES***

Includes Alameda County Waste Management Authority





